

**Two Waters Masterplan Guidance Public and Stakeholder Consultation 3
(July – August 2017)
Consultation Report**

September 2017



BDP.

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Executive Summary

- Dacorum Borough Council (DBC) has commissioned BDP to build on the Two Waters Strategic Framework (November 2015) and prepare the Two Waters Masterplan Guidance report. This Consultation Report presents an overview of the findings from the third Two Waters Consultation that was run from 6th July to 16th August 2017.
- Two previous rounds of consultation and several stakeholder discussions were held which informed the draft Two Waters Masterplan Guidance document. These included:
 - Discussions with local stakeholders, landowners and developers;
 - Public consultation events on Friday 4th November 2016 and Saturday 5th November 2016 with consultation boards on display demonstrating initial masterplan concepts;
 - A questionnaire covering the key topics from the consultation boards available at the above drop-in events and online from 4th November to 18th November, allowing public to provide comments on proposals; and
 - Public and stakeholder workshops held on 26th January 2017.
- Following this third round of consultation DBC analysed 293 questionnaire responses and public and stakeholder comments received via email and letters. A large number of responses were focussed on:

- Heights and density of development and the character of the area;
- The future of Sunnyside Rural Trust;
- Open Space
- Transport issues in the area;

- A large number of respondents, whilst being supporting of the Masterplan Guidance in general, objected exclusively due to their concern regarding the future of **Sunnyside Rural Trust**.

It was explained in the masterplan guidance that a site needed to be considered for a primary school and as a result it would also consider other uses including its existing use by Sunnyside Rural Trust. DBC will be working with HCC Education Officers to identify other opportunities to support primary school needs. We would like to elaborate that the Council is wholly committed to working with Sunnyside Rural Trust to ensure that its valuable community service is retained and as the land owner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate.

- Key messages and DBC's responses are outlined in the table below and in further detail in Sections 4 and 5 of this report.

Key message	DBC Response
<p>Over half of all respondents to the questionnaire and many of the stakeholder respondents were supportive of the principles for 'Open Space and Sustainability' with a further 22% of questionnaire respondents objecting only due to their uncertainty regarding the future of Sunnyside Rural Trust.</p>	<p>DBC acknowledges the support from respondents in this area. Two Waters is an area rich in its open space assets. The vision, objectives and guidance principles of the Two Waters Masterplan aims to protect and better utilise these assets. As a result of feedback from this consultation, principles around this theme, including mitigation of pollution have been strengthened.</p>
<p>Nearly half of the questionnaire respondents and a majority of the stakeholders who provided responses in this area were supportive or broadly agreed with the Transport and Movement Overarching Guidance. A further 11% of questionnaire respondents did not support it only due to their uncertainty regarding the future of Sunnyside Rural Trust.</p>	<p>DBC acknowledges the support from respondents in this area. A core vision of the Two Waters Masterplan Guidance is for sustainable development around the transport hubs and to improve sustainable transport and accessibility in the area. This is in keeping with National Policy. As a result of feedback from this consultation some amendments have been made to strengthen this area.</p>
<p>One third of questionnaire respondents and a majority of the stakeholders who responded were supportive of the vision for Two Waters. A further 20% of questionnaire respondents did not support it only due to their uncertainty regarding the future of Sunnyside Rural Trust.</p>	<p>DBC acknowledges the support from respondents in this area. As a result of feedback from this consultation some amendments have been made to strengthen the vision.</p>
<p>Over 36% of questionnaire respondents and a majority of stakeholders were supportive of the objectives for the Two Waters Masterplan Guidance. A further 21% of questionnaire respondents did not support the objectives only due to their uncertainty regarding the future of Sunnyside Rural Trust.</p>	<p>DBC acknowledges the support from respondents in this area. As a result of feedback from this consultation some amendments have been made to strengthen the objectives.</p>
<p>Nearly one third of questionnaire respondents were supportive of the guidance principles for the Built Environment. A further 17% of questionnaire respondents did not support the objectives only</p>	<p>DBC acknowledges the support from respondents in this area. The guidance balances the varying priorities that need to be taken in to consideration in implementing the built environment strategy for Two</p>

Key message	DBC Response
due to their uncertainty regarding the future of Sunnyside Rural Trust.	Waters. As a result of feedback from this consultation some amendments have been made to strengthen this area of the guidance.
In general approximately one quarter of respondents were supportive of the guidance principles for Sites 1 – 4 with further significant percentages (7% - 20%) objecting only due to their uncertainty regarding the future of Sunnyside Rural Trust. Only Site 1 had over 50% of questionnaire respondents objecting to development, primarily opposing high scale development.	DBC acknowledges the support from respondents on guidance for development . Concerns raised have been responded to below and in Section 5 and Appendices A and B below. As a result of feedback from this consultation some amendments have been made to strengthen this area of the guidance. See Appendix A for proposed changes to the Masterplan Guidance.
Out of those who objected, there was opposition to higher scale and density , particularly on Site 1	<p>DBC acknowledges the concerns raised. The Masterplan Guidance has been prepared through the careful consideration of a number of factors.</p> <p>Two Waters area is an important strategic location and has the potential to accommodate new development that promotes a sustainable mix of land uses. Due to its location, development will come forward in this area through the market even if there is no specific masterplan. The masterplan guidance sets out a level of development that can be accommodated within the area. In addition, to minimise the impact on the wider countryside, we need to consider and take forward housing proposals within town boundaries and higher densities around transport nodes such as Hemel Hempstead railway station.</p> <p>Further modifications will be made to the Masterplan Guidance following this round of consultation including strengthening the overarching and site specific guidelines on scale and design.</p>
A large number of respondents expressed concern about the future of Sunnyside Rural Trust .	DBC acknowledges the concerns raised. It was explained in the masterplan guidance that a site needed to be considered for a primary school and as a result it would also consider other uses including its existing use by Sunnyside Rural Trust. DBC will be working with HCC

Key message	DBC Response
	<p>Education Officers to identify other opportunities to support primary school needs. We would like to elaborate that the Council is wholly committed to working with Sunnyside Rural Trust to ensure that its valuable community service is retained and as the land owner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate.</p>
<p>There was some concern regarding a tall landmark building at the Plough Roundabout</p>	<p>DBC acknowledges the concerns raised. Taller buildings are an important part of an urban streetscape . Tall buildings are considered appropriate in this location given that it is the town centre gateway and adjacent to existing taller buildings. All development coming forward including taller buildings would need to adhere to statutory requirements. Further assessments will be required through the planning application process to ensure that any development coming forward is acceptable.</p>
<p>There was some concern that development around the moors and Boxmoor may detract from the natural assets and character of the area.</p>	<p>DBC acknowledges the concerns raised. Guidelines have been included to protect the moors and minimise the impact of any new development on the character of the area. As a result of this consultation, the guidance in this area has been strengthened.</p>
<p>Of those who objected, there was concern that the scale of development will exacerbate existing transport and parking issues and scepticism regarding proposed modal shift towards sustainable transport alternatives to reduce car use.</p>	<p>DBC acknowledges the concerns raised. As part of developing the Masterplan Guidance we have worked closely with HCC highways to ensure they have identified proposals to tackle issues. As and when sites come forward for development, further assessments and mitigating measures will be required through the planning application process.</p> <p>National Policy has moved towards securing more sustainable travel outcomes with emphasis on minimising the need to travel, reducing car</p>

Key message	DBC Response
<p>There was some concern about the provision of sufficient infrastructure to support additional residential development.</p>	<p>use and encouraging more sustainable modes of transport. See Section 5 for detailed response.</p> <p>DBC acknowledges the concerns raised. Infrastructure improvements have been identified where appropriate to the scope of the masterplan and will be expected to be delivered through CIL and other contributions/funding received, as and when development comes forward. DBC has a dedicated team who will continue to work with other departments and infrastructure providers to facilitate delivery of required infrastructure.</p>

- The sections below analyse and detail the responses received and provide DBC's responses to key themes that emerged as well as to a summary of comments received.
- Changes will be made to the draft Two Waters Masterplan Guidance report as a result of this consultation. Details of the changes are outlined in Appendix A.
- The final Two Waters Masterplan Guidance is expected to be submitted to Full Council at the end of 2017/early 2018 with the recommendation for adoption.

1. Introduction

Dacorum Borough Council (DBC) has commissioned BDP to build on the Two Waters Strategic Framework (November, 2015) and prepare the Two Waters Masterplan Guidance. The Masterplan Guidance will inform emerging planning policy including the content of Dacorum's new Local Plan and guide future development in Two Waters.

The Masterplan Guidance will shape future development in Two Waters and play an important role in ensuring that development in the area is planned and designed in the best possible way to deliver an attractive, sustainable and balanced environment fit for the future. The Masterplan Guidance will also inform emerging planning policy including the content of Dacorum's new Local Plan. It is envisioned that the Masterplan Guidance will be initially adopted by DBC's Council as a planning statement and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan.

Pursuant to Section 12.A of the Town and Country Planning (Local Planning) (England) (as Amended) Regulations 2012 and in accordance with DBC's Statement of Community Involvement (July, 2016), this Consultation Report provides an overview of the third round of consultation – consultation on the draft Two Waters Masterplan Guidance document from 6th July – 16th August 2017.

2. Previous Consultations

Extensive consultation has been carried out over recent years in regard to the regeneration of Hemel Hempstead Town Centre, including work undertaken as part of the Core Strategy (adopted September, 2013) and consultation events related to the preparation of the Two Waters Strategic Framework (November, 2015). Three rounds of public and stakeholder consultation as well as focussed discussions with key stakeholders, landowners and developers have specifically informed the development of the Two Waters Masterplan Guidance.

Details of previous rounds of consultation can be found on our website at www.dacorum.gov.uk/regeneration.

3. Draft Masterplan Guidance Consultation Overview

Public consultation on the draft Two Waters Masterplan Guidance was carried out from Thursday 6th July until Wednesday 16th August 2017.

The consultation was publicised in the local newspaper, through posters on local notice boards, posters at local businesses in Apsley/Boxmoor who agreed to display them, digital posters on the screens in Hemel Hempstead town centre and The Forum, Digital Digest, newsletters and regularly throughout the consultation period through social media.

Emails or letters were also sent inviting all who had participated or responded to previous rounds of the Two Waters Masterplan Guidance consultation, stakeholders, statutory consultees and local businesses, to respond. In addition, emails/letters were also sent out to all those who had previously expressed an interest in participating in Strategic Planning and Regeneration consultations and had registered on the database.

Details of the consultation were also emailed to DBC's Online Consultation panel.

An online questionnaire was available throughout the consultation period on the Dacorum Borough Council website along with all relevant background documents. Paper copies of the questionnaire and documents were also available at DBC's deposit points in Hemel Hempstead, Tring and Berkhamsted at the libraries and Civic Centres.

DBC received 293 questionnaire and email responses from the public. Further correspondence in letter and email format was also received from Buckinghamshire County Council, Campaign to Protect Rural England, The Chiltern Society, Chilterns Conservation Board, Countryside Access Officer (DBC), Environment Agency, Hertfordshire County Council, Hertfordshire Police, Historic England, Lumiere Developments, National Grid, Natural England, Network Rail, St William Homes, Thames Water, The Box Moor Trust and Boxmoor District Angling Society.

4. Questionnaire Findings

This section contains the main findings from the questionnaire. The questionnaire findings are broadly divided into two areas:

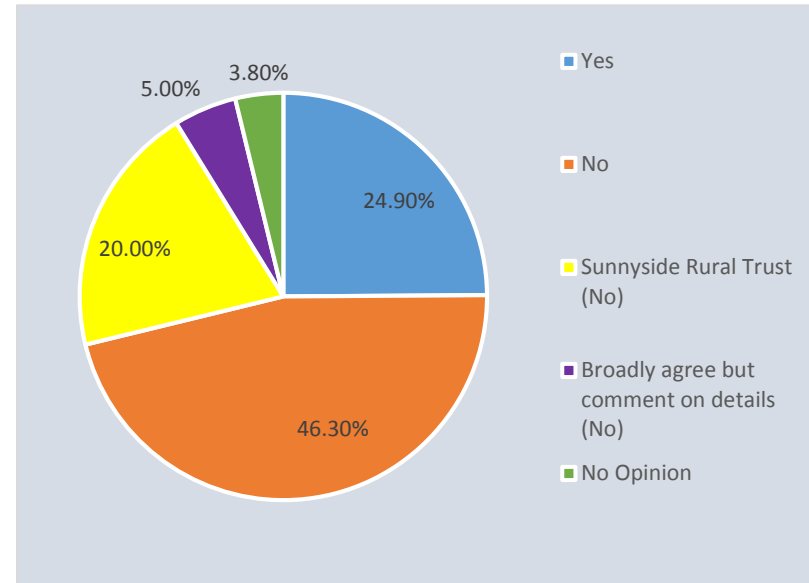
- Quantitative analysis of the results.
- Qualitative analysis of the comments and DBC responses.

293 people submitted their views via the questionnaire. We received a further three responses by email/letter from members of the public and 20 from stakeholders. Section 4 is based on comments received to the questionnaire. All responses have been included in the analysis in Section 5. Appendices A and B summarise comments received from public and stakeholders via the questionnaire and/or letters/emails.

Whilst a large proportion of respondents appeared to object to the Masterplanning Guidance, analysis of the results show that a significant number of the respondents who did not agree with all sections of the Masterplanning Guidance disagreed primarily due to their concerns regarding the future of Sunnyside Rural Trust, with some providing comments supporting the rest of the content of the document. The Council is committed to working with Sunnyside Rural Trust to ensure that this provision is not lost and as such where this is the only objection noted, this objection is shown as a separate percentage.

Furthermore, a percentage of respondents whilst selecting 'no' have provided comments that they broadly agree but have selected 'no' in order to comment on the detail of the proposals. Hence once more where the comments broadly agree, they have been identified as a separate percentage.

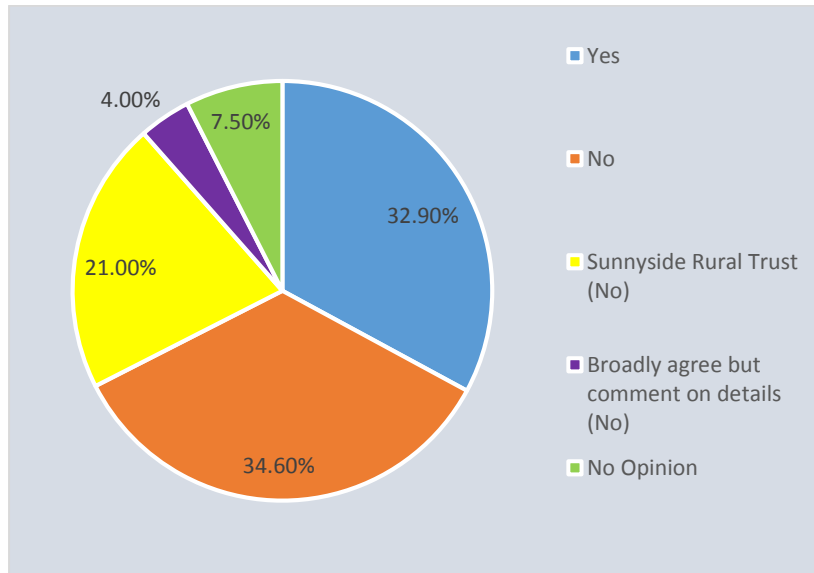
Question 1. Do you support the 'vision' for Two Waters set out in section 4.1?



24.9% of respondents agreed with the vision for Two Waters and a further 5% broadly agreed but wished to comment on the detail. A further 20% indicated uncertainty over the future of Sunnyside Rural Trust as their reason for objection. 46.3% of respondents did not agree with the vision for Two Waters.

Those who disagreed commented on developments being visually intrusive and generating extra traffic. A number of respondents queried the need for mixed-use developments around the station.

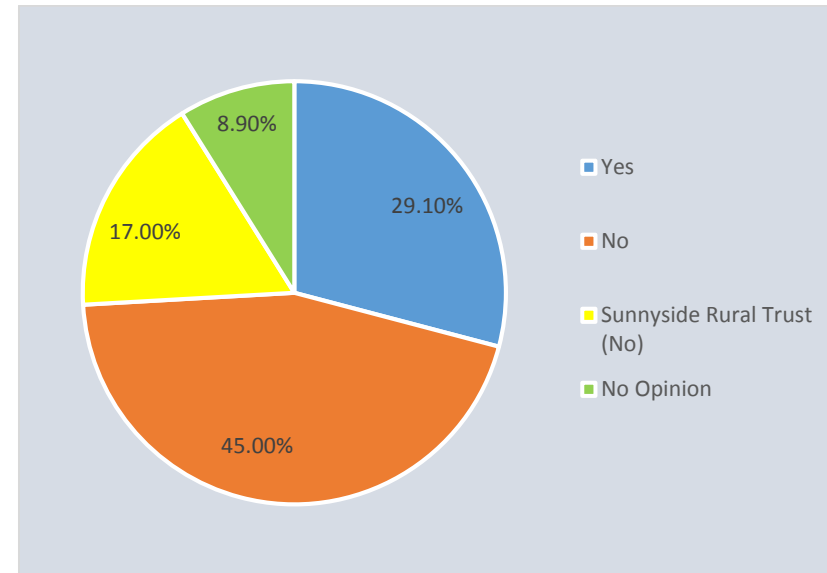
Question 2. Do you support the Objectives for the Two Waters Masterplan set out in section 4.2?



32.9% of respondents agreed with the objectives for Two Waters whilst a further 4% broadly agreed and wanted to comment on the detail. A further 21% of respondents who disagreed stated the future of Sunnyside Rural Trust as the reason for not agreeing. 34.6% of respondents did not agree with the objectives for the Two Waters Masterplan.

Concerns raised mainly centred on protecting the existing character and protecting green spaces and existing traffic congestion levels.

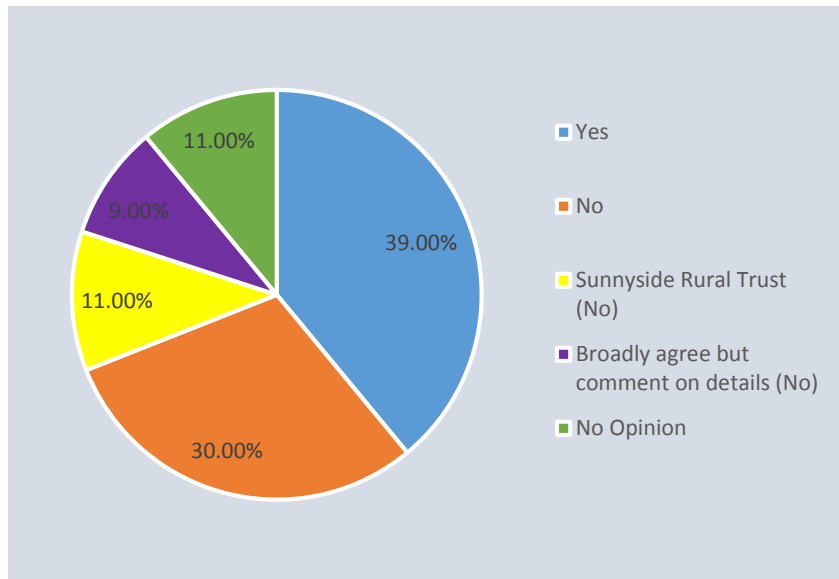
Question 3. Do you support the Overarching Guidance principles for the 'Built Environment' set out in section 5.10?



Approximately a third of respondents agreed with the principles for the 'Built Environment' with a further 17% indicating that the future of Sunnyside Rural Trust was their main reason for disagreeing. 45% of respondents did not agree.

Those who objected generally did so due to their objection to building heights and loss of character in the area. A large number of those felt that building heights should be limited to 4 storeys throughout the Two Waters area.

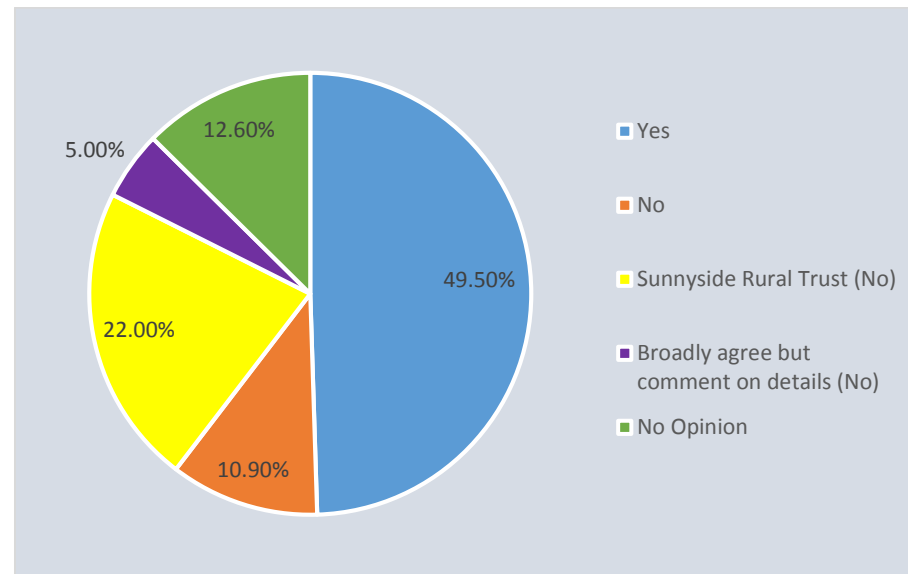
Question 4. Do you support the Overarching Guidance for ‘Transport and Movement’ set out in section 5.2?



Nearly half of respondents agreed or broadly agreed with the overarching guidance principles for transport and movement. A further 11% of respondents stated the uncertain future of Sunnyside Rural Trust as the only reason for objecting. 30% of the respondents did not agree

The main points of concern were an increase to congestion on already busy roads, and increased parking issues as more residential properties come forward with less allocated parking spaces.

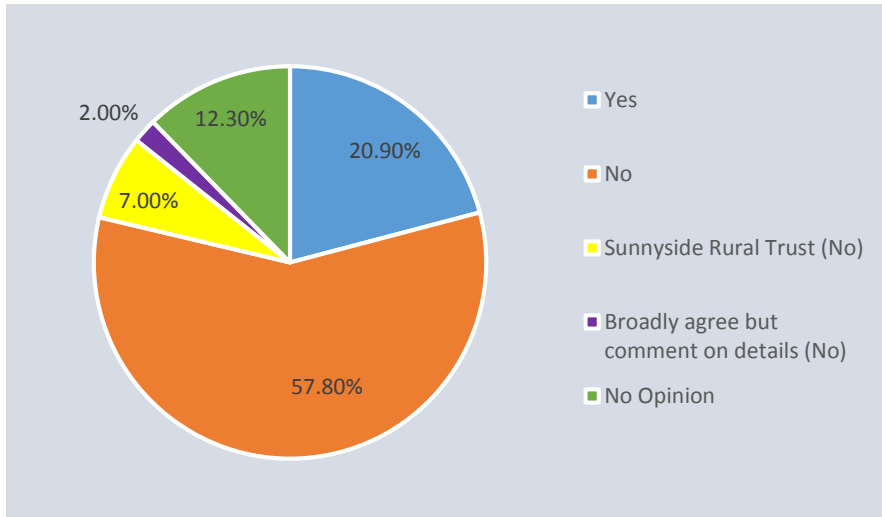
Question 5. Do you support the Overarching Guidance principles for ‘Open Space and Sustainability’ set out in section 5.3?



More than half of respondents supported the overarching guidance principles for open space and sustainability by agreeing or broadly agreeing with them. A further 22% stated the unclear future of Sunnyside Rural Trust as the main reason for objecting. 10.9% of respondents did not support the guidance principles. 7

Comments made focussed on protecting the moors and the character of the area.

Question 6. Do you support the development site guidance for Site 1 set out in section 6.1?



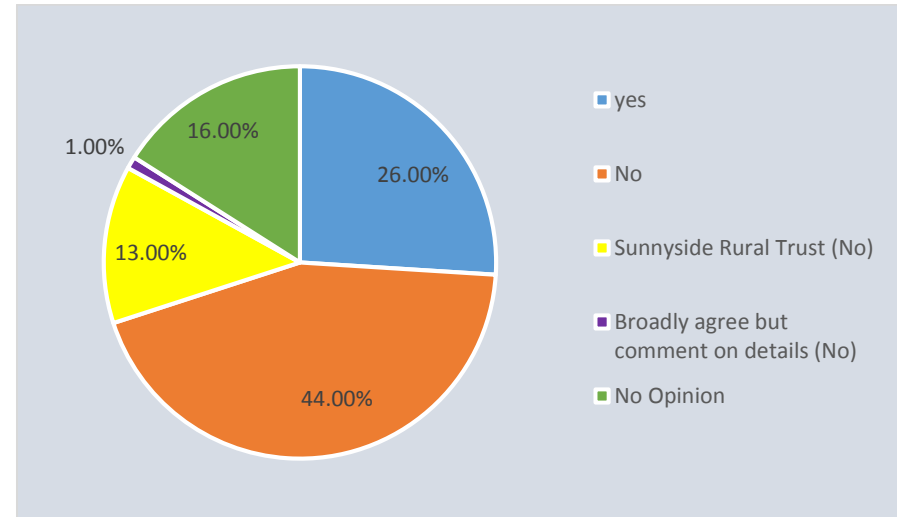
Over 22% agreed or broadly agreed with the principles. A further 7% stated the future of Sunnyside Rural Trust as their reason for objection and 12% had no opinion. However, 57.8% of the respondents did not support the development site guidance for Site 1.

The main reasons given for not agreeing were concerns that the site would be overdeveloped and reservations over the maximum height of up to eight storeys.

Other issues mentioned were additional congestion on already busy roads and further problems with insufficient parking spaces.

Concerns over safeguarding the roman archaeology site were also expressed.

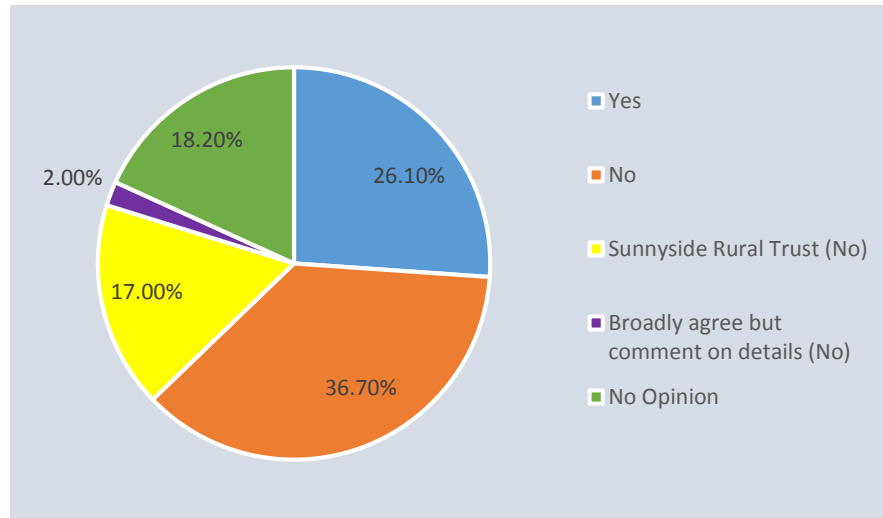
Question 7. Do you support the site guidance for Site 2 set out in section 6.2?



Over quarter of respondents agreed on the principles for Site 2. A further 13% commented that concerns over the future of Sunnyside Rural Trust was their main reason for objection and 18% had no opinion. 44% of respondents did not support the site guidance for Site 2.

The main reason stated was the maximum heights proposed on the site which in some areas is stated as 6 or 8 storeys.

Question 8. Do you support the development site guidance for Site 3 set out in section 6.3?

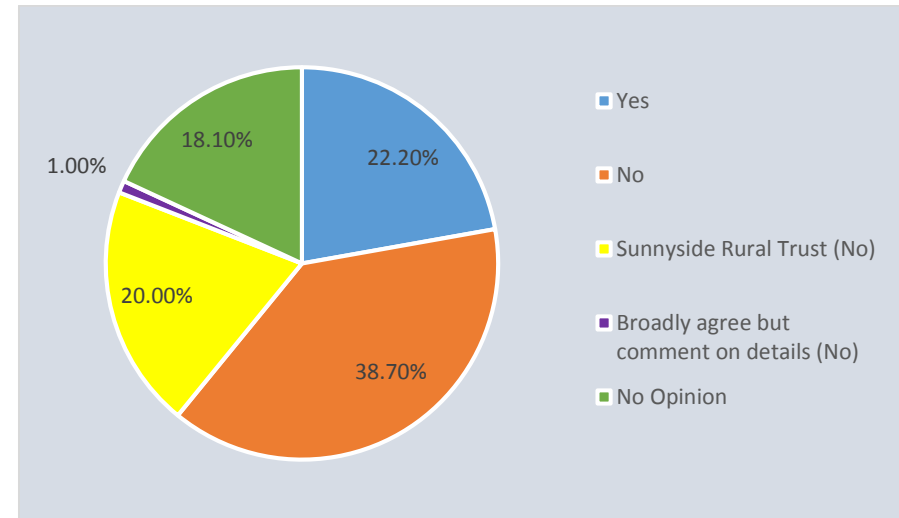


Over 28% of respondents agreed or broadly agreed with the guidance for Site 3. A further 17% stated the future of Sunnyside Rural Trust as the main reason for objection and 18% had no opinion. 36.7% of the respondents did not support the site guidance for Site 3.

Respondents who did not agree had concerns over locating a school near a busy junction, protecting the current green space that is located on that site and again the proposed heights of buildings.

A number of respondents also commented that it was unrealistic to assume that parents would use a drop off zone for schools.

Question 9. Do you support the development guidance for Site 4 set out in section 6.4?

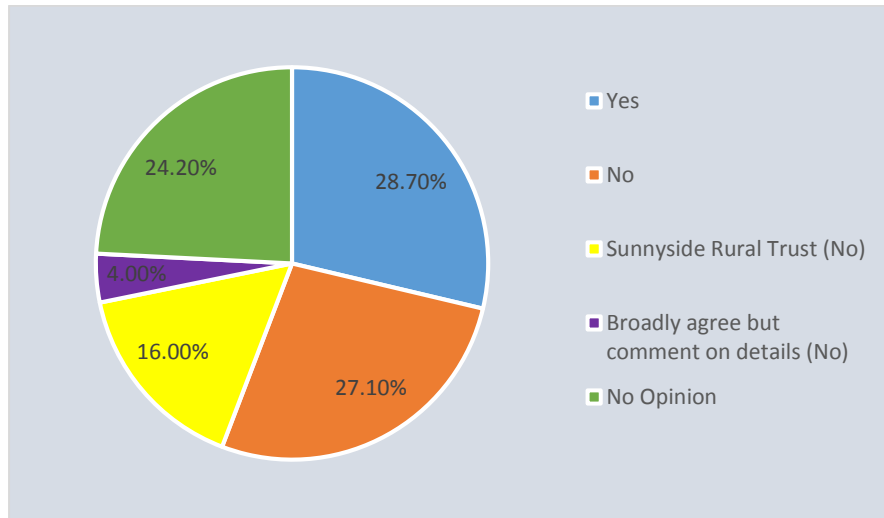


Over 23% of respondents agreed or broadly agreed with the guidance with a further 20% stating that their main reason for their objection was concern for the future of Sunnyside Rural Trust. 38.7% of respondents did not support the development guidance for Site 4.

In addition to concerns over the future of Sunnyside Rural Trust that is currently located within Site 4, the main reasons given for not supporting the guidance were objections to the potential 16-storey landmark building, concerns from employees whose businesses are currently within the site and the additional congestion that would be caused.

Additional concerns raised were over the suitability of that area for residential use due to flooding.

Question 10. Do you support the approach to 'Next Steps' outlined in sections 7.1-7.5?



Over a third of respondents agreed with the next steps. An additional 16% commented that their main reason for objecting was concern over the future of Sunnyside Rural Trust and nearly a quarter had no opinion. 27.10% of respondents did not support the 'Next Steps' outlined in the document.

Of those who objected, a number of people stated that they would like further consultation and engagement at times that are convenient for the majority to attend.

5. Key Consultation Themes and Council Responses

This section outlines the key themes emerging from the qualitative responses provided by both the public and stakeholders through the analysis of questionnaire responses and letters/emails received.

KEY MESSAGE	DBC RESPONSES
<p>1. Sunnyside Rural Trust</p> <p>A large number of respondents raised concerns and objected to the Masterplan Guidance as they were concerned about the future of Sunnyside Rural Trust.</p>	<p>The Council recognises that Sunnyside Rural Trust provides a valuable service to the local community, and as landowner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate</p>
<p>2. Scale, Density and Character of Development</p> <p>Respondents welcomed the emphasis on housing delivery within the Borough and the principle to provide guidance to help shape the future of the area.</p> <p>There was repeated emphasis by respondents that development should build on the existing character and scale of the surrounding area and a large number of those who objected expressed concern that the masterplan may not deliver this primarily due to the proposal for some taller development in the area.</p> <p>Those who objected expressed concern on overdevelopment and a large number of respondents were concerned about taller buildings and were generally opposed to development above 4 storeys in height.</p>	<p>The Masterplanning Guidance has been prepared through the careful consideration of national and local policy, townscape context, views and characters of the area, sensitive land uses and boundaries, the local highway network, viability assessments, urban designs principles and views expressed through the Steering Group and public and stakeholder consultation.</p> <p>Whilst DBC accepts that a large number of respondents oppose development above 4 storeys, a number of considerations as outlined above including public views need to be taken into account when preparing the masterplan guidance. In order for the masterplan guidance to be effective proposed development needs to be viable. Viability assessments indicate that some development above 4 storeys is required to make the sites viable.</p>

KEY MESSAGE	DBC RESPONSES
<p>Conversely, there were a few respondents both stakeholders and questionnaire respondents who felt that the development and heights proposed are too low and will make development unviable. Some stakeholders have highlighted the pressure for new housing in potential regeneration areas and other brownfield locations in Dacorum in line with Government policy and have highlighted that the Masterplan Guidance should place even greater emphasis on maximising the potential for construction of new dwellings within the Masterplan area.</p> <p>A few respondents have also raised the need for houses that are appropriate for the local community rather than apartments.</p>	<p>There is a very high housing need within Dacorum – indicated by a current assessed ‘objectively assessed need’ (OAN) figure of 756 homes per annum (17,388 over the 2013 – 2036 period). Two Waters is an important strategic location and has the potential to accommodate new development that promotes a sustainable mix of land uses. Maximising the potential for the construction of new dwellings within more urban areas such as Two Waters, serves both to concentrate development in strategic areas around transport hubs and town centres, as well as to reduce the possible impact and loss of Greenbelt and Greenfield land for development.</p> <p>The feasibility of different forms of development were tested through the process of preparing the Masterplan Guidance. Early iterations of the masterplan tested much higher development capacities than those proposed in the current Masterplan Guidance but these were considered inappropriate forms of development due to:</p> <ul style="list-style-type: none"> • Negative impacts on views and townscape due to building heights and dominance of taller buildings. • Poor relationships between existing and proposed buildings due to increased density. • Negative impacts on the local highways network due to increased vehicle movements. • Negative impacts on viability due to the requirement for underground car parking. • Views expressed through public consultation and steering group meetings. <p>The current Masterplan Guidance represents what is considered an appropriate form of development balancing the variety of complex factors including views expressed through public consultation. However, further detailed assessments and viability work will need to be undertaken by</p>

KEY MESSAGE	DBC RESPONSES
	<p>potential developers through the planning process as and when development comes forward.</p> <p>Detailed but flexible Overarching and Site Specific Guidance has been included in order to ensure that development is sensitive and appropriate to the local area whilst delivering the Vision and Objectives for Two Waters.</p>
<p>3. Key Development Sites</p> <p><u>Site 1: Hemel Hempstead Station</u></p> <p>A number of respondents welcomed proposals to improve the rail station and surrounding areas and to protect the archaeological significance of the Roman site.</p> <p>Respondents raised concerns regarding what they felt was overdevelopment of the area and in particular, concerns regarding heights of up to 8 storeys. They felt that heights should be limited to 4 storeys though a few respondents felt that the proposed heights and densities were not viable. Concerns were also raised regarding the impact of development to the character of the area and on Boxmoor.</p>	<p>Site 1 represents a key strategic gateway to Hemel Hempstead and there is a national emphasis on increasing development including residential units around transport hubs such as railway stations. The masterplan outlines primarily low to mid-range building heights with provision for development of up to 8 storeys in a small section of the site. As outlined in Section 2: Scale, Density and Character of Development, a number of factors need to be considered when determining the form of development including height and densities appropriate for the site and ensuring that the site is viable for development. As it currently stands, due to the high costs associated with development at this location, additional funding is likely to be required to deliver all the aspirations of the site. Therefore, the level of development will need to be carefully considered and designed to help bring forward a more appropriate primary station gateway for Hemel Hempstead with a mix of complimentary commercial uses. DBC will work with other organisations such as HCC and Network Rail to seek alternative funding to help mitigate any potential funding gap. See Section 1 for further details on the consideration of different factors in determining the proposed form of development.</p>

KEY MESSAGE	DBC RESPONSES
<p>Further concerns were raised regarding the impact on traffic congestion in the area, parking and in particular inappropriate on street parking.</p> <p>Respondents in general welcomed improvements to the station but were concerned about the provision of commercial space (office, retail, hotel) as they felt that there was already underutilised commercial space in the wider area.</p> <p><u>Site 2: London Road</u></p> <p>Responses were similar to that provided on Site 1: Hemel Hempstead Station although the number of respondents who did not support the site guidance for site 2 was lower than for site 1. A number of respondents objected to development above 3-4 storeys and expressed concerns regarding over development.</p>	<p>See Section 4 of this table for details on Transport and Parking.</p> <p>Detailed viability work will be undertaken on site 1 to identify the demand for facilities such as office, retail and a hotel and the preferred mix of development. A high-quality commercial development with services for both business and leisure use in close proximity to Hemel Hempstead station would create a new and distinct offer to options available elsewhere in the town.</p> <p>This has been noted and recognised within the Masterplan Guidance.</p> <p>See Section 1 of this table for further details on Sunnyside Rural Trust.</p> <p>The Masterplan Guidance indicates that the majority of the development on site should be up to 4 storeys with limited developments in specific areas up to 6 and 8 storeys. Higher development has been located away from London Road and closer to the retained employment/retail area. Viability assessments indicate that some development above 4 storeys is required. See Section 1 for further details on the consideration of different factors in determining the proposed form of development.</p> <p>See Section 4 of this table for details on Transport and Parking.</p>

KEY MESSAGE	DBC RESPONSES
<p>A large number of concerns raised were regarding the likelihood of increased traffic congestion due to increased development in the area.</p> <p><u>Site 3:</u> There were a number of general concerns raised regarding building heights over development and concerns regarding traffic congestion similar to the other sites.</p> <p>There were also some concerns raised by stakeholders regarding the site being located in the flood zone and in close proximity to water courses and the need for any development coming forward to be mindful of these concerns.</p> <p>Respondents also had concerns over locating a school near a busy junction and that it was unrealistic to assume that parents would use a drop off zone for schools and that this would only add to congestions.</p> <p>There were also some objections raised stating that the current green space should be protected.</p>	<p>See Section 1 of this table for further details on Sunnyside Rural Trust.</p> <p>See Section 2 of this table.</p> <p>Any development coming forward would need to be mindful of these issues and would need to go through the appropriate assessments and consultations through the planning process.</p> <p>DBC and Hertfordshire County Council (HCC) will undertake further assessments and feasibility studies regarding the educational provision. The Masterplan allows for flexibility on this.</p> <p>DBC is working with Box Moor Trust as the landowner of the site to ensure that a balance is struck between conserving the area and attracting more visitors and residents and that proposals reflect Box Moor Trust's aspirations. A section of site 3 has existing planning permission in place for development which sets a precedent for further development on the site.</p> <p>See Section 1 of this table for further details on Sunnyside Rural Trust.</p>

KEY MESSAGE	DBC RESPONSES
<p><u>Site 4:</u> A number of the same concerns raised regarding building heights and over development on the other sites have been raised for site 4 as well.</p> <p>The need for additional infrastructure, schools including secondary schools hospitals, police station etc has been raised.</p> <p>There were a large number of objections to the proposed 'landmark' building of up to 16 storeys and its impacts on the streetscape, environment, congestion, parking etc.</p> <p>There were also some concerns raised by people working and businesses in the area regarding their jobs and investment if the businesses were to be relocated.</p>	<p>See Sections 1,2 and 3 of this table.</p> <p>DBC will be working with HCC and relevant organisations and departments to facilitate the provision of relevant infrastructure. HCC education services has been consulted on the masterplan proposals and has not raised any concerns regarding secondary school provision. The expansion of any services for the hospital and police are matters for central government. They have been consulted as part of the public consultation and are considered statutory consultees. DBC also regularly meets with health providers and other service providers to make sure they are aware of planned growth within the borough.</p> <p>The northern end of site 4 has been assessed as suitable for a building of up to 16 storeys due to the heights of surrounding development and to create a landmark at the southern gateway to the town centre. Given the proximity of the town centre and station a lower parking standard may be appropriate as the location will appeal to residents for whom public transport is their main mode of travel. This will be informed by the current assessment of parking standards being undertaken as part of the partial review of the Core Strategy.</p> <p>Further discussions will be held with business owners as and when development comes forward in this area.</p> <p>The Council recognises that Sunnyside Rural Trust provides a valuable service to the local community, and as landowner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes</p>

KEY MESSAGE	DBC RESPONSES
	available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate.
<p>4. Transport and Parking</p> <p>Overall there was support for the transport and movement principles of the document, in particular improvements to rail, public transport, cycle improvements and accessibility improvements were welcomed.</p> <p>Out of those who objected, there were a significant number of respondents who were concerned regarding congestion in the area. Respondents highlighted that the highway network in Two Waters was already severely congested at peak times and were widely concerned that further development would exacerbate the problem. The concerns about congestion and traffic flow were raised against all sites 1 – 4.</p> <p>Whilst many welcomed sustainable transport improvements, amongst those who expressed concern, there was scepticism regarding the proposed measures to reduce car use. People raised concerns that due to various reasons a majority of people would continue to need to travel by car. Concerns were raised that whilst the concept was good, there was not sufficient joined up government support to implement measures that would reduce the traffic such as encouraging businesses to allow flexi time, encouraging car share, improving bus routes etc. There were a number of responses requesting detail on the proposed measures.</p> <p>On street parking around the station and wider in the area and its knock on effects on road users was repeatedly highlighted. There were concerns that the level of development proposed and any reduction in parking standards would exacerbate the problem. The need for measures to</p>	<p>National Policy has moved towards securing more sustainable travel outcomes with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. Both Government and private sectors are exploring new methods of transport to help support this vision, such as driverless cars, innovative public schemes and car sharing/taxi services such as Uber, and how this could change how we move between home and work, and the impact of this on the future design of new developments.</p> <p>The need to secure more sustainable travel is reflected in HCC's Local Transport Plan 3 (LTP3) and is a major theme in the emerging LTP4 - 2050 Hertfordshire Transport Vision and its emerging implementation 'daughter document', the South West Herts Growth and Transport Plan. This latter document has detailed plans and improvements outlined for the Two Waters Masterplan Guidance area (including areas expressed as concerns) and the wider area, this will be published in the new year.</p> <p>As part of developing the Masterplan Guidance we have worked closely with HCC highways to ensure they have identified proposals to tackle short, medium and longer term proposals for Hemel Hempstead and the borough taking into account future longer term growth predictions and impacts for not only our borough but for South West Herts.</p>

KEY MESSAGE	DBC RESPONSES
<p>mitigate this problem were highlighted. The need to increase parking provision at the station was also highlighted.</p> <p>Concerns were raised about bottlenecks in the area such as the railway bridge over London Road and the one-way Durrants Hill Bridge.</p> <p>Concerns were also raised regarding the impact on satellite areas of reducing parking provision.</p> <p>There was also an objection to the pedestrian/cycle link between Site 1 and 2 with concerns over intrusion of privacy.</p> <p>Concerns were also raised regarding the impact of noise and pollution and potentially an increase in pollution and how the proposals would help address rather than exacerbate the problem.</p> <p>Concerns were raised regarding the safety of shared cycle/pedestrian routes.</p>	<p>DBC and HCC recognises the need for the right infrastructure package to help support employment and housing growth with necessary cultural change that will help secure a long term sustainable modal shift, such as delivering effective and efficient rapid bus routes connected to intermodal interchanges at key destinations. DBC is exploring modal shift infrastructure opportunities and external funding opportunities to help plan and deliver these vital improvements to support the new Local Plan. Whilst it will not be possible for this masterplan to fully resolve the area's transport issues alone, it should make a positive contribution overall to existing conditions for all modes of travel. As sites come forward for development through the planning process, more detailed transport assessments with appropriate mitigation will be required. The safeguarding of land that may be required for future improvements or development mitigation should also be considered.</p> <p>The masterplan sets out the need for DBC to consider further controlled car parking zones together with parking provision on site to help mitigate any potential on street parking issues that could come forward as a result of unplanned development.</p> <p>Once the masterplan is adopted and sites come forward for planning advice and applications, more detailed site design reports will address health and safety concerns, such as shared pedestrian and cycle routes, and noise and air pollution issues. Likewise, more detailed plans will be required to explore concerns over new pedestrian/cycle links.</p> <p>The masterplan will indicate potential walking and cycling routes, making good use of the area's green character and existing links (eg towpath).</p>

KEY MESSAGE	DBC RESPONSES
<p>5. Open Space & Environment</p> <p>The majority of the respondents supported the overarching guidance principles for open space and sustainability or had no opinion.</p> <p>Comments made focussed on protecting the moors, its 'wild' feel, its wildlife, grazing safely and the character of the area and enhancing the habitat for wildlife.</p> <p>A number of concerns were also raised regarding the inclusion of taller buildings in close proximity to the Moors spoiling the character of the moors and views.</p> <p>Concerns were raised regarding the current condition of the river and canal.</p> <p>Concerns were also raised regarding some of the proposed development being on flood plains but a number of comments were made that the area has not flooded recently and therefore concerns that the flood risk was overstated.</p> <p>Concerns raised were regarding the ability of contractors to deliver the development sensitively.</p>	<p>DBC is working with the Box Moor Trust as the landowner of the site to ensure that a balance is struck between conserving the area and attracting more visitors and residents, and that proposals reflect Box Moor Trust's aspirations. The Moors remain under Box Moor Trust who continuously work to enhance the habitat and wildlife. Any enhancements will seek to sensitively improve access to the moors and Heath Park and provide ecological enhancements and will be in partnership with Box Moor Trust.</p> <p>Design Guidance has been included within the Masterplan that requires development to be sensitive and minimise the impact of views.</p> <p>DBC regularly meet with the Environment Agency and will work with partner organisations to facilitate improvements where possible.</p> <p>Developments will be required to consider flooding and undertake assessment where required as part of their planning application.</p> <p>The phasing of proposed development forms part of the next steps. Planning requirements will stipulate conditions on the delivery of development.</p>
<p>6. Infrastructure</p> <p>A number of respondents commented on the need to address the present need for schools, GP surgeries, a hospital, police station, improved</p>	<p>The Masterplan suggests the provision of a new primary school and DBC will continue to work with Hertfordshire County Council to assess further</p>

KEY MESSAGE	DBC RESPONSES
<p>broadband services etc. Respondents suggested that there is an existing need for this infrastructure and the proposed additional residential development would put a strain on these facilities.</p>	<p>the educational requirements for the area. The provision of medical facilities is within the remit of the NHS trust and we will continue to work with them. The provision of a police service is similarly not under DBC's remit but DBC will continue to work with the police.</p> <p>Utility providers have been informed of the Masterplan Guidance and this consultation. The Strategic Planning and Regeneration team at DBC regularly liaise with infrastructure providers as part of the Local Plan development and delivery, and will continue to do so.</p>

6. Conclusion

This Consultation Report has presented an overview of the findings from the Two Waters Round Three Consultation. As a result of this consultation, the following changes have been identified to the Masterplan Guidance report. These include:

- Clarify further the considerations taken in to account when determining the densities and heights proposed and the preference to optimise development on brownfield land minimising the impact on greenbelt and greenfield where possible.
- Strengthen the statements on emerging transport policy and implementation documents that will support the Two Waters area and measures to facilitate modal shift towards the use of sustainable transport.
- Clarify within the document that HCC have not identified a need for an additional secondary school in the area.
- Strengthen the Masterplan Guidance on biodiversity and air quality improvements.
- Clarify within the Masterplan DBC's work with infrastructure providers.
- Make more significant reference to chalk streams and fragmented landscape around chalk ridge.
- Reference Roughdown Common SSSI.
- Enhance coverage of historic environment and listed building constraints/opportunities.
- Make minor wording changes and update figures when required to reflect feedback.
- Change illustrations where required to ensure that buildings representing a range of heights are included.

Full details of changes are included in Appendix A below.

Amendments will be made to the draft Two Waters Masterplan Guidance document and the final document will be submitted to Council with the recommendation for adoption at the end of the year. It is envisioned that the Masterplan Guidance will be initially adopted by DBC's Council as a planning statement and will then be adopted as a Supplementary Planning Document (SPD) supporting the new Dacorum Local Plan.

Appendix A: Summary of Respondents' Comments, the Council's responses and proposed amendments to the Masterplan Guidance

Appendix B: Summary of Stakeholders' Comments, Council's responses and proposed amendments.

Appendix C: Copy of questionnaire

Appendix A:

Summary of Respondents' Comments, Council's Responses and Proposed Amendments to the Draft Two Waters Masterplan Guidance

This section includes a summary of comments received through questionnaires as well as letters/emails received from the public and DBC responses to these. Stakeholder comments and related DBC responses are outlined in Appendix B. **This section should be read in conjunction with Section 5: Key Consultation Themes and DBC Responses which provides more detailed responses to many of the comments below.** Please note that due to a large number of repetitive comments, where a response has been provided to a similar comment covered in a previous section the response has not been repeated.

This section also outlines the proposed amendments to the draft Two Waters Masterplan Guidance. These amendments include amendments as a result of Stakeholder comments which are also listed separately in Appendix B.

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
Q1 Do you support the 'Vision' for Two Waters set out in section 4.1?	<p>1.1 There are concerns that development will have a negative impact on the environment, Moors and protected species in the area.</p> <p>1.2 The Moors are a much-loved feature and should be adequately protected not just from development but also from overcrowding by members of the public.</p>	<p>It is an objective of the masterplan to respect and enhance the Moors and their parkland, leisure and grazing uses which make Boxmoor a special place.</p> <p>It is an objective of the masterplan to respect and enhance the Moors and their parkland, leisure and grazing uses which make Boxmoor a special place. Any improvements to footpaths to make them suitable for all year round use will be sensitively designed and developed in partnership with the Box Moor Trust.</p>	<p>Proposed amendments to 4.1 Vision Proposed changes to wording:</p> <p>The Two Waters masterplan area.....vibrant residential-led mixed-use neighbourhoods areas with anHemel Hempstead train station.</p> <p>The masterplan area's neighbourhoods areas will celebrate...linking the spaces.</p> <p>New development with supporting infrastructure will be of the highest design quality,....integrates with existing areas. It will also neighbourhoods that respect and</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.3 Views of the moors should be retained</p> <p>1.4 The area will be overdeveloped potentially having a negative impact on property values. The character of the area will be lost.</p> <p>1.5 Tall buildings at gateway locations could create a fortress appearance to the Town. Rather than taller</p>	<p>The design guidance requires new development to respect views from the moors, particularly in regard to building orientation, height and form, and the location of landmark buildings.</p> <p>Development will be required to encourage the use of Two Waters' green open space and waterways by improving the quality of and access to the moors and water bodies whilst respecting their ecological and agricultural roles and responding to issues of flood risk. New homes will be expected to achieve a high sustainability assessment and contribute towards sustainable transport schemes.</p> <p>The masterplanning guidance considered a number of factors in order to set limits for the level of development and building heights on each of the sites and overarching guidance for all development in the area. Additional detailed studies will need to be undertaken through the planning process for each site when development comes forward and will include consideration of the masterplans' ambitions for the built environment,</p>	<p>enhance its natural, cultural, historic and built assets. New development will encourage the use of and access to heritage assets and the historic environment, as well as to the countryside.</p> <p>References to heritage assets, heritage or heritage significant of assets to be changed to historic environment-as appropriate.</p> <p>Figure 14 will be amended to better reflect the heights referenced in the detailed figures for Site 1 – 4.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>buildings, there should be more creativity in the structure design and use of any new buildings.</p> <p>1.6 The development, especially higher buildings will be visually intrusive and will not integrate with existing neighbourhoods. The illustrations are not always representative of the heights proposed.</p> <p>1.7 Development will cause additional traffic on the already congested road network.</p>	<p>transport and movement, and open space and sustainability. Developers will be expected to justify the mix and number of homes and other development as part of the planning consent process and undertake further consultation with residents.</p> <p>The Two Waters masterplan guidance sets out guidance to protect the character of the area and its natural assets and careful consideration has been made regarding the location and guidance on taller buildings. It will help to ensure development is planned and designed to deliver an attractive, sustainable and balanced environment, and provide new local services for residents, workers and commuters.</p> <p>Local highway improvements are set out for each development site, and contributions will be sought towards wider highway proposals within the Two Waters masterplan area and the delivery of sustainable transport measures. There is strong emphasis in the masterplan to reduce car use and promote alternative modes of transport.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.8 Where the proposed maximum height of up to 8 storeys is too high and a number of respondents would prefer to see development limited to 4 storeys, concerns were also raised over the safety of high rise buildings following the Grenfell tragedy.</p> <p>1.9 A recent survey carried out by the Keep Boxmoor Beautiful campaigners showed that out of 200 residents, the majority</p>	<p>New development will be expected to provide a sufficient parking supply to avoid a detrimental impact on surrounding streets. Parking standards are set out in Policy 57 of Dacorum Borough Local Plan 2011 and are currently under review.</p> <p>In addition, DBC is working with Hertfordshire County Council (HCC) to assess the potential for a more holistic approach to transport – this will be embedded within HCC’s forthcoming Growth and Transport plan for South West Hertfordshire.</p> <p>Opportunities for development up to 8 storeys have been carefully considered, and have been located where existing development and land use creates an appropriate environment. National policy and viability work shows that some development above 4 storeys is required to deliver the ambitions of the Two Waters masterplan.</p> <p>Two Waters is an important strategic location and has the potential to accommodate new development that promotes a sustainable mix of uses. Areas such as Two Waters are being pushed</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>wanted buildings no higher than 4 storeys.</p>	<p>nationally for more intense development and the Two Waters guidance has carefully considered a number of factors and set out height limits that are considered appropriate to the site. Maximising the potential for the construction of new dwellings within more urban areas such as the Two Waters area serves both to concentrate development in strategic areas such as around transport hubs and town centres, as well as to reduce the possible impact and loss of Greenbelt and Greenfield land for development.</p> <p>In preparing the masterplan the local character, topography, highway capacities and existing land uses have been considered to determine appropriate building heights for each development site.</p> <p>We acknowledge concerns following the Grenfell Tower tragedy. Taller buildings continue to be an important part of an urban streetscape and play an important role in providing residential and commercial provision in areas where land is limited. All development coming forward including taller buildings would need to adhere to Planning, Building Control, Health and Safety and other statutory requirements and would be required to go</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.10 The existing infrastructure cannot support the level of growth proposed i.e. health care, education, utilities.</p> <p>1.11 Concerns over the suitability of the mix of developments, there are concerns over the viability of the proposed retail/office space as there</p>	<p>through the relevant regulatory processes to ensure that they are fit for purpose. Further assessments will be required through the planning application process to ensure that any development coming forward is acceptable.</p> <p>Agree that new school places will be needed to accommodate demand from the proposed residential development. Further work will be undertaken by DBC and HCC to identify how this will be achieved. For the purposes of the Masterplan, the most expensive option – the provision of a new school – has been included. Development contributions will be sought towards other infrastructure provision including health care. DBC regularly works with infrastructure providers to ensure that they are aware of proposed development in Dacorum. Utility providers have been invited to respond to the Two Waters Masterplan Guidance consultation.</p> <p>The viability assessment suggests that these are best located by the train station where the transport links and commuter demand creates a suitable environment for a mixed use development with new retail offer and office provision. The combination</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>are so many empty units elsewhere.</p> <p>1.12 There is a need for affordable housing instead of the current types of development being proposed</p> <p>1.13 Concerns over the future of Sunnyside Rural Trust.</p> <p>1.14 Development will cause disruption to the</p>	<p>of transport links and commuter audience creates a unique demand for services immediately at the train station, which an off-site existing commercial unit would not be able to fulfil. Further assessments will be undertaken as and when development comes forward.</p> <p>Guidelines have been provided that development should provide affordable housing in line with Dacorum policies.</p> <p>The Council recognises that Sunnyside Rural Trust provides a valuable service to the local community, and as landowner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate.</p> <p>The phasing of development will form part of the next steps. Developers will be required to ensure local services can continue to operate during construction</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>community while work is carried out</p> <p>1.15 There is a need for a multi storey car park at Hemel Hempstead train station, the recent changes to the forecourt has already caused a great deal of additional congestion.</p> <p>1.16 The photos and illustrations used in the Draft Masterplan are misleading, as they do not show buildings of the height proposed.</p> <p>1.17 This document does not reflect what was said in the January workshops, how has the feedback from previous consultation had any impact on the vision?</p>	<p>works. Permission from HCC will be required for any variation to the highway network during construction.</p> <p>DBC is working with Network Rail to assess future parking demand at the train station.</p> <p>A variety of illustrations have been included. We will review these and make changes to ensure that the variety of heights reflects the Masterplan Guidance.</p> <p>The document reflects consideration of a variety of factors including feedback from both rounds of consultation and stakeholder meetings. A variety of opinions were expressed at the January workshop as outlined in the consultation report available at www.dacorum.gov.uk/regeneration. We confirm that these views have been taken in to consideration along with the other factors that need to be considered. The currents proposals are a form of</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.18 Prices for the proposed development are likely to be unaffordable to the local people, increasing the population without assisting those already in the area looking for a home. More social housing is needed.</p> <p>1.19 The plan is not specific enough in terms of how it intends to achieve the overall vision</p> <p>1.20 Diagrams showing proposals make it difficult to interpret intent.</p>	<p>development taking in to account and balancing all the factors. Please refer Section 5: Key Consultation Themes and DBC responses (2. Scale Density and Character of Development) of this Consultation Report for full details of the different considerations.</p> <p>Guidelines have been provided that development should provide affordable housing in line with Dacorum policies.</p> <p>The document is a high level Masterplanning Guidance document. The objectives, overarching guidance and site specific guidance is set out within the Masterplanning Guidance. Further detail will be developed through the planning process.</p> <p>The Masterplan Guidance is a technical document and as such the diagrams are representative of those used for similar planning documents. We will seek to improve the quality of images where possible.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.21 Railway Station is not the Gateway to Hemel – the dual carriageway link to the bypass is.</p> <p>1.22 Poor quality development on Two Waters Road and comments on planning permission for these sites.</p> <p>1.23 Need for protection and enhancement of Green Corridor – open area of Boxmoor – Jellicoe Water Gardens – Gadebridge Park.</p> <p>1.24 Elegant footbridge over plough roundabout.</p>	<p>A Gateway constitutes a key entry point to the area. As such there are several gateways in to Hemel Hempstead and the Two Waters area as identified in Figure 13. Hemel Hempstead Railway Station is one of the key gateways with a large number of railway uses entering the area through this gateway.</p> <p>One of the purposes of the Masterplan Guidance is to steer high quality design appropriate to the area. Information on previous planning applications is available through the Planning Portal at www.dacorum.gov.uk</p> <p>Protection and enhancement of green spaces in the study area is an objective of the Masterplan Guidance. The Jellicoe Water Gardens and Gadebridge Park are out of the cope of this work. However substantial improvements have recently been delivered to the Jellicoe Water Gardens and improvements are planned for Gadebridge Park.</p> <p>A footbridge is currently not proposed. Further work will be undertaken by DBC and HCC on traffic, pedestrian and cycle movement across the area. Development</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>1.25 Opening up the visibility and accessibility of the Durrants Hill green space would be a major improvement.</p> <p>1.26 How is DBC going to ensure high quality design?</p>	<p>in the area will be expected to contribute towards improvements.</p> <p>Noted. This is the aspiration and reflected in the masterplan guidance.</p> <p>The masterplan guidance once adopted will be a material consideration in determining planning applications. The masterplan sets detailed but flexible guidance as is appropriate to a high level document to ensure high quality. This guidance has been further strengthened where appropriate as a result of comments received through this consultation. Designs will be further assessed through the planning application process which would require additional studies and guidance to justify proposed designs within the parameters set out in the masterplan guidance.</p>	
<p>Q2 Do you support the Objectives for Two Waters set out in section 4.2?</p>	<p>2.1 Concern for the environment especially the Moors.</p> <p>Concerns over making the moors more accessible to the public for access and recreation.</p>	<p>See 1.2</p> <p>The Moors provide a high quality open space and pedestrian access between Two Waters, the town centre and other key locations. They are already used for recreational purposes such as walking.</p>	<p>Proposed amendments to 4.2 Objectives</p> <p>Changes to 7: <u>Enhance and better reveal the importance and significance of the existing natural and historic environment in Two Waters to</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>2.2 Concern that tall buildings and development will mean loss of views.</p> <p>2.3 The proposed level of development could cause a negative impact on property values. Concerns regarding loss of character.</p> <p>2.4 Respondents feel that up to 8 storeys is too high and would prefer to see development limited to 4 storeys.</p> <p>2.5 Concerns that the existing infrastructure cannot support the level of growth proposed i.e. health care and education.</p> <p>2.6 The existing road network will not be able to take the additional traffic</p> <p>2.7 Retail/office viability</p>	<p>Any recreational improvements will be sensitive to the Moors' existing character and uses.</p> <p>See 1.1 – 1.7 The masterplan guidance provides guidance on maintaining the existing character of the area and makes reference to this. This will be further evaluated through the planning process of individual developments.</p> <p>See 1.8</p> <p>See 1.10</p> <p>See 1.7 and Section 5: Key Consultation Themes and DBC responses (4. Transport and Parking) of this Consultation Report for full details.</p> <p>See 1.11</p>	<p><u>contribute positively to its sense of place.</u> Enhance and Better Reveal Two Waters' Heritage, Landmarks and Green Spaces</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>2.8 Existing planning applications/approvals</p> <p>2.9 Concerns over the future of Sunnyside Rural Trust.</p> <p>2.10 Disruption to the community while work is carried out.</p>	<p>The role of the masterplan will be to guide DBC in its consideration of planning applications within the Two Waters area once adopted as a planning statement and subsequently as a supplementary planning document. Planning applications submitted in advance of the adoption of the report are not subject to the masterplan guidance. As a result, it is not appropriate to comment specifically on any previous planning application, which would have been subject to its own consultation period.</p> <p>See 1.13</p> <p>See 1.14</p>	
<p>Q3 Do you support the Overarching Guidance principles for the 'Built Environment' set out in section 5.1?</p>	<p>3.1 Concern for the environment and views</p> <p>3.2 Concerns regarding scale, heights and character.</p> <p>3.3 Objections to the planning application at 499/501 London Road</p>	<p>See 1.1 – 1.7</p> <p>See 1.1 – 1.7</p> <p>The role of the masterplan will be to guide DBC in its consideration of planning applications within the Two Waters area once adopted as a planning statement and subsequently as a supplementary planning</p>	<p>5.0 [Overarching Guidance] The guidance ensures that a range of <u>appropriate</u> development forms can be accommodated.</p> <p>Proposed amendments to 5.1 Overarching Guidance for the 'Built Environment'</p> <p>Additional wording to section 5.1.1:</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
		<p>document. The planning application for 499/501 London Road was submitted in advance of the adoption of the report. As a result, it is not appropriate to comment specifically on this planning application, which was subject to its own consultation period.</p>	<p>...relationships with existing development. <u>This should also include achieving a high quality of new public realm and infrastructure.</u></p> <p>Add new design principles under Height, scale and mass:</p> <p><u>Building heights above three storeys adjacent to London Road or Two Waters road will be stepped back from the building line. (See Figure 15).</u></p> <p><u>Applications will need to be fully justified in terms of amenity considerations, view corridors, heritage etc.</u></p> <p>Add reference in paragraph 5.1.4 – Development design will respect the heritage significance of assets, ... reveal their significance. <u>A similar approach needs to be taken with any archaeology. Proposals should seek to identify the extent of any archaeological remains and give consideration of their significance.</u></p> <p>Check the building heights mentioned for sites/areas to ensure</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>consistency across the Masterplan (figures 16, 19 and 23 and paragraphs 5.1.5 – 5.1.10).</p> <p>5.1.7 Medium to large scale....visually interesting roof, <u>façade</u> and streetscape.</p> <p>5.1.8 Taller buildings will pay particular attention.....to reduce their visual impact (<u>New figure showing the set back from the road to be added</u>).</p> <p>5.1.13 Gateway locations....higher density <u>residential-led</u> mixed use development;</p> <p>Figure 16 Make key for Panoramic View clearer.</p> <p>Figure 16 – key symbol for the landmarks building to be made clearer to ensure it is clear in black and white.</p>
<p>Q4 Do you support the Overarching Guidance principles for ‘Transport and Movement’ set out in section 5.2?</p>	<p>4.1 People will not stop using their own cars</p>	<p>National Policy has moved towards securing more sustainable travel outcomes with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. Both</p>	<p>Proposed amendments to 5.2 Overarching Guidance for ‘Transport and Movement’</p> <p>Changes to wording:</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
		<p>Government and private sectors are exploring new methods of transport to help support this vision, such as driverless cars, innovative public schemes and car sharing/taxi services such as Uber, and how this could change how we move between home and work, and the impact of this on the future design of new developments.</p> <p>The need to secure more sustainable travel is reflected in HCC's Local Transport Plan 3 (LTP3) and is a major theme in the emerging LTP4 - 2050 Hertfordshire Transport Vision and its emerging implementation 'daughter document', the South West Herts Growth and Transport Plan. This latter document has detailed plans and improvements outlined for the Two Waters Masterplan Guidance area (including areas expressed as concerns) and the wider area, and will be published in the new year.</p> <p>The initiatives delivered through the Two Waters masterplan will give people more choices in transport - through attractive and convenient public transport services and improved walking and cycling links. The cultural change to using alternatives to private vehicles is a long term process</p>	<p>New developments following guidance where possible <u>in conjunction with guidance provided by Hertfordshire County Council with specific attention paid to guidance emerging Local Transport Plan, the South west Hertfordshire Growth and Transport plan and Hemel Hempstead Urban Transport Plan. All designs in terms of transport infrastructure should follow best practice guidance as set out in the HCC highway design guidance and Manual for Streets</u></p> <p>Figure 17 to be amended to include the Public Rights of Way network.</p> <p>Figure 17 to be amended to reflect single lane bridge and not the double lane bridge for bridge improvements.</p> <p>5.2.4. New development will seek ...options <u>(based upon the accessibility zones for application of parking standards)</u>.</p> <p>5.2.5 Travel plans will <u>may</u> be required <u>for key developments</u> as part of ...put in place.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>4.2 There are not enough measures to encourage other transport usage</p> <p>4.3 The current public transport provision does not travel to where you want to go.</p>	<p>which DBC and HCC highways will continue to pursue through the emerging Growth and Transport Plan for South West Hertfordshire.</p> <p>Please refer Section 5: Key Consultation Themes and DBC responses (4. Transport and Parking) of this Consultation Report for full details.</p> <p>All development is expected to contribute towards the masterplan’s strategic transport objectives in addition to the delivery requirements for each site. Development proposals should ensure that growth in sustainable transport use can be accommodated.</p> <p>Improvements to public transport including increasing frequencies of existing bus services and additional bus routes and coach services to serve Hemel Hempstead are being considered as part of the development of HCC’s Growth and Transport Plan for South West Hertfordshire. Information on current bus services is available online.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>4.4 There aren't enough local jobs so residents must travel by car.</p> <p>4.5 No measures to reduce pollution, which is already too high.</p>	<p>All development will contribute towards the transport and movement objectives of the Masterplan with initiatives to reduce the use of private vehicles through better public transport and new pedestrian and cycle links. Further measures to promote alternative modes of transport will be considered by DBC and HCC through the emerging Growth and Transport Plan for South West Hertfordshire.</p> <p>Initiatives to reduce car use, particularly single car use are being championed by the guidance. Local highway improvements are set out for each development site and all development will contribute towards wider measures aimed at easing congestion throughout the Two Waters area. The initiatives delivered through the Two Waters masterplan will give people more choices in transport - through attractive and convenient public transport services and improved walking and cycling links. Environmental improvements including street tree planting will support cleaner and greener streets. Further initiatives to reduce car use and promote alternative modes of transport will be considered by DBC and HCC through the emerging Growth and Transport Plan for South West Hertfordshire. The impact of</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>4.6 It is not practical to limit parking near public transport hubs. Travellers will be discouraged if Public Transport is not accessible. Public Transport needs to be more efficient.</p> <p>4.7 Development will cause additional problem parking on streets</p>	<p>development on the Air Quality Management Area to the east of Two Waters Road/London Road junction will be assessed as part of the planning application process.</p> <p>DBC will work with Network Rail on the provision and design of parking facilities for station customers. Further viability work will be required to determine how the objectives of site 1 can be achieved, including an integrated transport system with more buses serving the train station.</p> <p>The masterplan will make recommendations for areas directly affected by the Two Waters masterplan. However, these are part of a wider town centre issue. The council is in the process of consulting residents local to London Road between Station Road and the Eastern access to the National Grid site on proposals to introduce waiting restrictions in the area. Car parks are reviewed biannually by Cabinet.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>4.8 The guidance principles are not strong enough to mitigate traffic issues.</p> <p>4.9 The single width bridge at Durrants Hill contributes to overall congestion.</p> <p>4.10 The bridge near Hemel Hempstead Station will be an issue, but is not included in the area of the masterplan.</p> <p>4.11 Concerns that potential road widening schemes will damage the habitats of much of the local wildlife.</p>	<p>The masterplan aims to make a positive contribution to existing conditions for all modes of travel. Further traffic assessments will be undertaken with recommendations carried forward to the detailed design phase of individual sites.</p> <p>The single width bridge at Durrants Hill Road has been identified as a cause of congestion, this will be looked at in more detail as part of a transport assessment for Hemel Hempstead and through the detailed design of individual developments as they come forward.</p> <p>The impact of the station development on the surrounding highway network, will be assessed as part of the detailed design phase of site 1. A transport assessment will also be undertaken as part of the new Local Plan.</p> <p>It is a characteristic of Boxmoor that areas of natural significance are adjacent to main roads. A decision on whether road widening will be required has not been made and will be considered following further transport assessment at the</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>4.12 More provision for electric cars.</p> <p>4.13 Cycle and pedestrian routes should be kept separate for safety of both users.</p>	<p>detailed design stage and discussion with landowners. Any proposals will include an environmental impact assessment and measures to protect or mitigate the impact on areas of special interest.</p> <p>DBC's expectations for the delivery of infrastructure to support electric car use from development is being considered as part of the partial review of the Core Strategy and will be set out within a Supplementary Planning Document to be adopted in 2019.</p> <p>The latest guidance from HCC on the provision of cycling facilities and shared routes will be used at the detailed design stage when development comes forward.</p>	
<p>Q5 Do you support the Overarching Guidance principles for 'Open Space and Sustainability' set out in section 5.3?</p>	<p>5.1 Concerns regarding additional access to open spaces. Need to identify pathways to prevent damage to existing habitats.</p>	<p>The masterplan's proposals show indicative routes which will be further developed at detailed design stage. This will include an environmental impact assessment and will identify measures to protect or mitigate the impact on existing habitats.</p>	<p>Proposed amendments to 5.3 Overarching Guidance for 'Open Space & Sustainability'</p> <p>Change title:</p> <p>Open Space & Sustainability Open Space, sustainability and pollution</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>5.2 Concerns regarding the phrase 'Activities to enjoy' as this implies lots of man-made activities that will ruin the calmness of these areas that is currently enjoyed by users. Open areas should be left the way they are.</p> <p>5.3 Concerns that Heath Park will become a private outdoor area for use by residents of nearby apartment blocks.</p> <p>5.4 Some areas in the plan are known to flood, development here would be at risk of flooding in the future.</p>	<p>The masterplan's open space principles set out the uses of the main green areas and protects existing uses such as working countryside and farmland, amenity and sports while improving access for all. There is more opportunity for change around the lakes and watercourses by site 3. This area has limited public access and there is the opportunity to add and improve local facilities for leisure use.</p> <p>Both the Box Moor Trust and DBC's intentions are for Heath Park to remain an open and accessible green space for all visitors to enjoy.</p> <p>A flood risk assessment is required for all new development which falls within flood zones 2 and 3. This will be applicable to sites 3 and 4 where development will be expected to deliver measures such as Sustainable Urban Drainage Systems to reduce flood risk. Outside the scope of the masterplan, DBC and the Box Moor Trust have been working in partnership with the EA to improve the sustainability of the rivers Gade and Bulbourne throughout the town centre.</p>	<p>5.3 [Opening paragraph] ...'Encourage the use of Two Waters' [delete apostrophe].</p> <p>References to be added in section 5.3: <u>Consideration to be given to the Actions and Mitigation Measures identified in the River Basin Management Plan 2015-2021, for the Grand Union Canal, Bulbourne and Gade.</u></p> <p><u>Enhance the biodiversity and natural habitats for wildlife in the area.</u></p> <p><u>Development should include the creation of high quality green amenity spaces such as pocket parks and/or communal gardens within their developments, particularly linking visually to the moors.</u></p> <p><u>Development should avoid impacting on chalk grassland and seek opportunities to increase resilience and connectivity where appropriate. The site falls within Natural England's Chalk and Chilterns Focus Area, with the chalk ridge extending from the</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p><u>Chilterns into Hertfordshire. Beyond, is a fragmented landscape of chalk grasslands, woodland, farmland and ancient trackways. These sites are increasingly valued and visited. We would support actions which enable a linking of these fragmented landscapes, ensuring a connected, accessible and robust natural environment along this ridge.</u></p> <p>Flood Risk and Sustainable Energy Flood Risk, Sustainable Energy and Pollution</p> <p>Reference to be added: <u>Development should consider pollution issues in the area including air quality and implement measures to reduce impact on and improve pollution issues. This would include improvements to existing air quality, noise and light pollution.</u></p> <p>Change wording:</p> <p>5.3.2 Developments should actively encourage the <u>responsible</u> use of and sensitively improve access to the moors <u>giving careful consideration to</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p><u>maintaining its current functions and uses.</u></p> <p>Change wording on page 48: Create gathering space that can become the community heart of new development <u>areas and wider neighbourhoods</u>neighbourhood's heart.</p> <p>5.3.3 Green links....roles the moors have <u>such as</u> amenity space, leisure space and working farmland.</p> <p>5.3.4 Heath Park open space including Plough Gardens should be protected as an important amenity space and enhanced for the tall building developments around the Plough roundabout.</p> <p>5.3.4 <u>The community amenity space of Health Park improved through recent Hemel Evolution work should be protected and enhanced as part of the context/setting and amenity space for the new developments around the Plough Roundabout</u></p> <p>5.3.5: ...provide ecological</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>enhancements to the east of Two Waters Road and north of London Road. <u>The River Bulbourne and River Gade are chalk streams and consideration should be given to potential impacts upon these natural environments.</u></p> <p>5.3.7 <u>Where opportunities arise development should ...heat and power network where feasible and viable.</u></p>
<p>Q6 Do you support the development site guidance for Site 1 set out in section 6.1?</p>	<p>6.1 Concerns regarding a hotel on site 1.</p> <p>6.2 A new traffic interchange is not needed.</p>	<p>Whilst set out in the aspirations of the Masterplan, detailed viability work will be undertaken on site 1 to identify the demand for facilities such as a hotel and the preferred mix of development. A high-quality commercial development with services for both business and leisure use would create a new and distinct offer to the hotel options available elsewhere in the town.</p> <p>Feedback from the consultation undertaken through the Two Waters masterplanning process demonstrates that public transport, traffic and congestion are key concerns. Connecting different types of public transport at an interchange is</p>	<p>Proposed amendments to 6.0 Development Site Guidance</p> <p>[Introduction paragraph] bullet point</p> <ul style="list-style-type: none"> • Key Proposals • Design Guidance • Development Requirements <p>Design Guidance:</p> <p>Additional wording to Section 6:</p> <p>...specialist service vehicles and lastly other motor traffic. <u>Historic England have also published Streets for All guidance which covers public realm improvements.</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>6.3 More restricted parking zones are required.</p> <p>6.4 More links with West Hemel needed.</p> <p>6.5 Clarification of items 6.15 & 6.16</p>	<p>essential to encourage the take up of alternatives to private car use.</p> <p>It is expected that new controlled parking zones will form part of each development site. Concerns regarding current commuter parking in residential areas which are not within an existing controlled parking zone should be directed to the local ward councillor. Further information is available on the DBC website under Parking and Travel.</p> <p>The pedestrian and cycle improvements proposed through site 1 will provide clear and legible links to key destinations including residential areas and the town centre. Connections with routes beyond the Two Waters area are outside the scope of the masterplan. Access and movement requirements arising from West Hemel Hempstead are set out within the LA3 Masterplan. Wider changes to the highway network will be considered by HCC through the Growth and Transport Plan for South West Hertfordshire.</p> <p>Proposals for residential parking levels for site 1 will be developed at detailed design stage and will explore opportunities for innovative shared use of spaces. As a result</p>	<p>Numbering to be amended to all site guidance sections in section 6 to avoid duplication of numbers eg: removal of two 6.1.1s as title and as principle.</p> <p>Proposed amendments to 6.1 Site 1</p> <p>Change title:</p> <p>6.1 Site 1: <u>Hemel Hempstead Station and surroundings</u></p> <p><u>Add new Development Parameter: This site is included within MU/4 of the Site Allocations DPD.</u></p> <p>Additional wording to be added:</p> <p>6.1.6 Land will be safeguarded to deliver Improved highway access, a new station and multi-modal interchange with supporting land uses shall be delivered.</p> <p>6.1.5: Residential parking for new residential development should be shared with other users <u>although</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
		<p>a lower parking standard may be appropriate as the location will appeal to residents for whom public transport is their main mode of travel. This will be informed by the current assessment of parking standards being undertaken as part of the partial review of the Core Strategy. Further feasibility work will be undertaken into the parking requirements for the train station.</p>	<p><u>sufficient parking for station customers will be necessary.</u></p> <p>6.1.14: A flexible approach to the number of station car parking spaces should be adopted to balance operational requirements with viability of development, <u>and to accommodate predicted growth.</u></p> <p>6.1.13: Station car parking will be accommodated within a multi-storey <u>(or if viable, an underground)</u> arrangement and its design should seek to minimise adverse impacts on the quality of the built environment.</p> <p>6.1.17 Add: <u>Development should not lead to any adverse effects on the nearby Roughdown Common SSSI.</u></p> <p>6.1.18 Building heights above three storeys will be set back from the building line <u>and stepped back (See figure X and figure 15 and principles 5.1.8 and NEW PRINCIPLE in Section 5.1 Overarching Guidance)</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>6.1.21 Opportunities for sustainable....should be used <u>incorporated</u> including...</p> <p>6.1.23 The Roman archaeological site will be <u>protected and opportunities to improve its</u> visibility and better reveal its heritage significance should be explored.</p> <p>Include some example pictures of 6 and 8 storey buildings.</p>
Q7 Do you support the development site guidance for Site 2 set out in section 6.2?	<p>7.1 Concern for the environment many residents would like to see the Moors protected</p> <p>7.2 Concerns that the area will be overdeveloped which could cause a negative impact on property values</p> <p>7.3 Concern for the existing road network, traffic congestion and parking</p> <p>7.4 Respondents feel that up to 8 storeys is too high for this site and would prefer</p>	<p>See 1.2</p> <p>See 1.4</p> <p>See 1.7</p> <p>See 1.8</p>	<p>Proposed amendments to 6.2 Site 2</p> <p>Change title: 6.2 Site 2: <u>Two Waters/London Road Junction West</u></p> <p>Change wording on section 6.2, site 2: A new walkable green residential <u>area</u> neighbourhood</p> <p>Change key to relabel 'Safeguarded Land' to '<i>Safeguarded Land for Infrastructure</i>'.</p> <p>Proposed railway buffer zone to be changed to be adjacent to the railway.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>to see development limited to 4 storeys.</p> <p>7.5 Concerns that the existing infrastructure cannot support the level of growth proposed i.e. health care and education.</p> <p>7.6 Concerns that the level of development as well as the reduced parking on site 2 will cause issues further along Station Rd</p> <p>7.7 Queries over the Retail/office viability</p>	<p>See 1.10</p> <p>See 4.7</p> <p>See 1.11</p>	<p><u>Add new Development Parameter: This site is included within H/8 of the Site Allocations DPD.</u></p> <p>6.2.12 Remediate contaminated land so that it is suitable for residential development.</p> <p>6.2.18 Building heights above three storeys will be set back from the building line and stepped back (See figure X and figure 15 and principles 5.1.8 and NEW PRINCIPLE in Section 5.1 Overarching Guidance)</p> <p>6.2.22 Opportunities for sustainable....should be used incorporated including...</p>
<p>Q8 Do you support the development site guidance for Site 3 set out in section 6.3?</p>	<p>8.1 Respondents feel that up to 6 storeys is too high for the site.</p>	<p>A number of residents broadly agreed with proposals with reservations over building heights and density and additional traffic and would like to see alternative provisions for Sunnyside identified.</p> <p>The frontage to London Road and junction with Two Waters Road has been identified as suitable for development up to 6 storeys where feature buildings would form a positive landmark. The assessment considered local topography and the land use, design and heights of the surrounding</p>	<p>Proposed amendments to 6.3 Site 3</p> <p>Change title: 6.3 Site 3: <u>Two Waters/London Road Junction North</u></p> <p>Change wording on section 6.3, site 3: A new waterside residential <u>area</u> neighbourhood</p> <p>Open space and Historic Environment (section 6.3.2- Design Guidance)</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>8.2 Against development on green open space including open space within Box Moor Trust land holdings.</p> <p>8.3 Concerns that the area will be overdeveloped and housing density is too high.</p>	<p>development. Moving through the site, building heights will reduce in response to the surrounding environment. In particular a sensitive design and lower built form will be required along the site's watercourses.</p> <p>Some development on green open space has been proposed after considering the sensitivity of all green space within the Two Waters area, the level of public use and following discussion with land owners including the Box Moor Trust. Discussions have also taken place with the Box Moor Trust regarding their landholdings which forms part of site 3. Planning permission has been granted for part of site 3 which sets a precedent for further development in that area Development within site 2 will mitigate the loss of open land by providing high quality public spaces within new residential areas and connecting these to existing green spaces and waterways to improve access for all.</p> <p>The level of development has been informed by the viability assessment which considered how best the ambitions of the Two Waters masterplan could be achieved. Within site 2 a mix of uses has been</p>	<ul style="list-style-type: none"> • <u>New public realm to enhance the setting of the nearby Grade II listed Bell Inn.</u> <p>6.3.5 Drop-off zone for school <u>if school is progressed on this site.</u></p> <p>6.3.13 ...though the site by maintaining current no through routes for vehicles.</p> <p>6.3.14 Land should be safeguarded retained for a drop off</p> <p>6.3.16 Building heights above three storeys will be set back from the building line <u>and stepped back (See figure X and figure 15 and principles 5.1.8 and NEW PRINCIPLE in Section 5.1 Overarching Guidance)</u></p> <p>6.3.20 Opportunities for sustainable....should be used <u>incorporated</u> including...</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p data-bbox="640 632 1043 730">8.4 Concern for the existing road network, traffic congestion and parking</p> <p data-bbox="640 1278 1043 1374">8.5 Concerns that the existing infrastructure cannot support the level of growth</p>	<p data-bbox="1072 272 1588 549">identified with a variety of building heights which respond to the surrounding land use and will provide better access to and enhance the areas natural resources. More detailed studies will need to be undertaken through the planning application process to determine the detail.</p> <p data-bbox="1072 632 1588 1233">Local highway improvements for the sites are set out within the masterplan and contributions will also be sought towards wider highway proposals within the Two Waters area and the delivery of sustainable transport measures. New development will be expected to provide a sufficient parking supply to avoid a detrimental impact on surrounding streets. Opportunities will be sought to make better use of parking spaces by sharing facilities throughout the week between residents, shoppers, visitors and commuters. Section 5: Key Consultation Themes and DBC responses (4. Transport and Parking) of this Consultation Report for full details.</p> <p data-bbox="1072 1278 1173 1305">See 1.10</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>proposed i.e. health care and education.</p> <p>8.6 Concerns over replacement provision for existing uses such as scout groups and Sunnyside Rural Trust</p> <p>8.7 School drop off point will not be used, where this is available at other schools parents still drive up to school gates.</p>	<p>The land leased to 1st Apsley Scouts does not form part of the development area of site 2. It is identified as green space and there may be opportunities to improve local facilities as part of the proposals to benefit scouting and other leisure uses.</p> <p>The Council recognises that Sunnyside Rural Trust provides a valuable service to the local community, and as landowner DBC has no plans to develop the site. Should the site be no longer required for use by the Trust at some time in the future, or if a suitable alternative site becomes available, the Masterplan simply provides for the current site's regeneration with guidelines as to what might be appropriate</p> <p>New development throughout the masterplan area will contribute towards safe and accessible pedestrian and cycling routes to the potential school site. The cultural change to using alternatives to private vehicles is a long term process which DBC and HCC highways and education will continue to pursue through</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>8.8 Not appropriate for school due to air pollution and nearby busy junction. (School not proposed for this site but drop off point is).</p>	<p>the emerging Growth and Transport Plan for South West Hertfordshire. The design of the school drop off point and vehicle access will be carefully considered.</p> <p>DBC and HCC will continue to discuss how new school places within the Two Waters area can best be provided. The masterplan is designed to be flexible to accommodate the outcome of this decision. The traffic issue is noted and will require further work through the planning application process once the exact location is confirmed. Development will deliver pedestrian routes through existing green space and new public areas to create pleasant routes to school away from the main roads. There will also be environmental improvements including street tree planting to support cleaner and greener streets. All development will contribute towards highway improvements and sustainable transport measures aimed to ease congestion throughout the Two Waters area. The cultural change to alternatives modes of transport to private vehicles is a long term process which DBC and HCC highways and education will continue to pursue through the emerging Growth and Transport Plan for South West Hertfordshire.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	8.9 Some reservations as plans are not definite enough at this stage	The masterplanning guidance is a high level document. Developers will prepare an illustrative masterplan with detailed design for each development site as they come forward. Local residents will be able to comment on the proposals through the planning application process. The Two Waters masterplan sets out the expectations from development and will help guide the determination of planning applications to ensure that development is consistent with its content.	
Q9 Do you support the development site guidance for Site 4 set out in section 6.4?	9.1 16 storeys landmark building is too tall.	The northern end of site 4 has been assessed as suitable for a building of up to 16 storeys due to the heights of surrounding development and to create a landmark at the southern gateway to the town centre. Given the proximity of the town centre and station a lower parking standard may be appropriate as the location will appeal to residents for whom public transport is their main mode of travel. This will be informed by the current assessment of parking standards being undertaken as part of the partial review of the Core Strategy.	<p>Proposed amendments to 6.4 Site 4</p> <p>Change title: 6.4 Site 4: <u>Two Waters North</u></p> <p>Change wording on section 6.4, site 4: A new mixed use town centre <u>area</u> neighbourhood</p> <p>6.4.1 Landmark building.... Tall buildings are <u>more</u> appropriately <u>located</u> around the Plough roundabout.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>9.2 Strong concerns over the loss of Sunnyside Rural Trust</p> <p>9.3 Concerns that without the supporting infrastructure being installed first the developments will not work</p> <p>9.4 Need for secondary school</p> <p>9.5 Concerns over residential developments in a flood risk area</p>	<p>See 1.13</p> <p>The phasing of development across the masterplan area is still to be determined and will consider the impact of construction, delivery of residential units and infrastructure requirements, and amenity funding. Improvements to transport infrastructure will be phased to minimise disruptions.</p> <p>HCC education services have been consulted on the masterplan proposals and have not raised any concerns regarding secondary school provision. As a result it is currently assumed that there is capacity within existing secondary school provision to accommodate the additional demand for school places resulting from the proposed development. Further discussion with HCC will take place as housing numbers are identified. The masterplan will be amended to note this position. Contributions will be sought towards education from each development.</p> <p>See the response from the Environment Agency in the Stakeholder Comments section</p>	<p>Additional wording to para 6.4.17: wind micro-climate and residential amenity. <u>This would also include the Listed buildings on the edge of Corner Hall.</u></p> <p>6.4.8 Dacorum Borough Council.....providing new <u>primary</u> school...</p> <p>6.4.8current schools in the area and <u>or</u> providing a new school.</p> <p>6.4.8 Any proposed <u>school</u> location...</p> <p>6.4.13 Land should be <u>safeguarded</u> retained for a drop off</p> <p>6.4.15 Building heights above three storeys will be set back from the building line <u>and stepped back</u> (See figure X and figure 15 and principles 5.1.8 and NEW PRINCIPLE in Section 5.1 Overarching Guidance)</p> <p>6.4.18 Opportunities for sustainable....should be used <u>incorporated</u> including...</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>Include picture of a tall building to illustrate proposed landmark building.</p> <p>Page 65 – Change picture.</p>
<p>Q10. Do you support the approach to 'Next Steps' outlined in sections 7.1-7.5?</p>	<p>10.1 More consultation needed with meetings to be held at appropriate times to allow members of the public to attend.</p> <p>10.2 Infrastructure improvements to be put into place before additional housing comes forward.</p> <p>10.3 Clearer proposals needed</p>	<p>The consultation has been undertaken in accordance with DBC Statement of Community Involvement (July, 2016) which is available at www.dacorum.gov.uk.</p> <p>The development of the Two Waters masterplan has been informed by a comprehensive consultation process, which can be viewed at www.dacorum.gov.uk/regeneration. This included local exhibitions held during the evening and at the weekend. There will be the opportunity to comment on each development site as part of the planning application process.</p> <p>See 9.3</p> <p>The role of the masterplan is to set the guidance principles for future development. Its guidance will ensure that</p>	<p>Proposed amendments to section 7.1</p> <p>7.1 Title: Change to Delivering the <u>aim</u> of the Two Waters Masterplan <u>Guidance</u>.</p> <p>Additional wording to Section 7.1: All development will ... health facilities, public realm and open space improvements. <u>Where relevant, other contributions may be sought, for example, in relation to improvements to the historic environment.</u></p> <p>DBC will undertake further feasibility studies.... <u>As sites come forward for development through the planning process, more detailed transport assessments with appropriate mitigation will be required.</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.4 Concerns that car use cannot be reduced</p> <p>10.5 Concerns over compulsory purchasing</p> <p>10.6 Concerns that there are no provisions for additional sports facilities</p>	<p>future development is planned and designed in the best possible way, to deliver an attractive sustainable and balanced environment. Detailed proposals will follow as development sites come forward.</p> <p>See 4.1.</p> <p>DBC will work with landowners and stakeholders to determine how development can be brought forward for delivery. This may be achieved through a coordinated delivery approach by multiple landowners. It is too early at this stage to consider whether compulsory purchasing will be necessary but it is a lengthy process and not considered lightly.</p> <p>Contributions towards indoor and outdoor sports facilities will be secured via the Community Infrastructure Levy. Community space and facilities directly associated with the development of Strategic and Local Allocations will be secured via s106 or alternative measures. Delivery will be informed by the evidence base for the Local Planning Framework, including the Outdoor Leisure Facilities</p>	<p>7.2 [Viability] The masterplan will not necessarily....needs. <u>As sites come forward for development through the planning process, more detailed assessments and feasibility studies will be required with appropriate mitigation.</u></p> <p>7.3 Further Studies Work</p> <p>7.3 Whilst it is not possible....all modes of travel. Safeguarding Retention of land that may ...</p> <p>7.3 Schools</p> <p>Dacorum Borough Council.....providing new <u>primary</u> school</p> <p>...current schools in the area and <u>or</u> providing a new school.</p> <p>Any proposed <u>school</u> location...</p> <p>7.3 ADD <u>Hertfordshire County Council has not identified the need for a new secondary school in this area as a result of the development proposed in the Two Waters Masterplan Guidance.</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.7 Concerns over the future of Sunnyside Rural Trust</p> <p>10.8 Would like to see clear independent studies to support assumptions made in the Masterplan</p> <p>10.9 Next steps should include revisions to the Masterplan taking into account feedback from residents</p> <p>10.10 Concerns that stakeholders and developer input holds more weight than residents</p> <p>10.11 Concerns that the Masterplan will be undermined by developers</p>	<p>Study (2014) and Playing Pitch Strategy and Action Plan (2015). See 1.13</p> <p>The development of the Two Waters masterplan has been informed by a robust evidence base comprising; an urban design, transport and movement and viability analysis. This can be viewed at www.dacorum.gov.uk/regeneration. Or contact regeneration@dacorum.gov.uk and request a copy to be emailed.</p> <p>The feedback from this third round of consultation will be evaluated and will be used to inform the final amendments to the Two Waters Masterplan. Proposed amendments are outlined in this report.</p> <p>Each comment made by residents through the consultation process has been recorded, considered and responded to. The development of the masterplan has been informed through this process.</p> <p>Final dwelling capacities will be tested through the planning application process, where detailed schemes will be expected to demonstrate compliance with specified</p>	<p><u>7.3 ADD</u></p> <p><u>Other Infrastructure</u> <u>The Council works closely with a wide range of infrastructure providers to ensure that necessary infrastructure is provided alongside new development and that the information we have on the types of infrastructure needed to support development is up-to-date. This includes working with those organisations responsible for roads, public transport, education, health, water supply, sewerage and power.</u></p> <p><u>The new Local Plan must ensure the delivery of infrastructure in a timely and phased manner. This will enable new residents' access to the right services and facilities and reduce more negative effects on existing communities.</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.12 Money should be spent refurbishing derelict areas of Hemel Hempstead rather than building in Two Waters.</p> <p>10.13 Reassurances needed that local residents will get priority for new housing</p>	<p>planning requirements and other relevant policies and guidance.</p> <p>The Masterplan Guidance forms part of the evidence base for the forthcoming Local Plan Review anticipated for 2019. It is expected that the document will be initially adopted by the Council as a planning statement. Following adoption of the Local Plan in 2019, the Masterplan will then be adopted as a supplementary planning document. Proposals for new development will be expected to follow its guidance and it will be material consideration in the determination of planning applications.</p> <p>The Two Waters area has been subject to developer interest and several planning applications for significant numbers of units have been determined in recent years. A Masterplan is an essential tool to ensure development is coordinated and delivers local and strategic improvements to support an attractive, sustainable and balanced environment.</p> <p>The masterplan is not able to set eligibility criteria for who will be able to purchase new homes within the Two Waters area. It does set out that development should</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.14 Masterplan should be subject to a local referendum</p> <p>10.15 Concerns over how Boxmoors 'sense of place' will be protected</p> <p>10.16 Concrete actions in terms of traffic impact management, researching what types of residential are in demand and clear plans for health care provision.</p>	<p>deliver 35% affordable housing in accordance with Core Strategy Policy CS19. The Two Waters Masterplan has been subject to extensive consultation which has shaped its development and the final guidance is informed by the feedback received from local residents. It is not proposed to hold a local referendum. Further consultation will take place on individual developments as part of the planning application consent process.</p> <p>It is an objective of the masterplan to respect and enhance the Moors and their parkland, leisure and grazing uses which make Boxmoor a special place. Buildings will need to carefully consider and minimise impacts on the surrounding streetscape and views across the moors through the use of high quality design and materials.</p> <p>The masterplan sets out transport and parking guidance for each of the development sites, plus the overarching transport and movement strategy. Further transport assessments will follow as part of the planning application process. The viability assessment undertaken to inform the masterplan considered block layouts, indicative floor space of future</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>10.17 Masterplan should specify that planning applications should be required to demonstrate measurable net gain in biodiversity</p> <p>10.18 Concerns over the future of current employment land</p>	<p>development and demand for housing in the area. Further viability appraisals will take place as sites come forward for development. Consultation with key service providers including NHS Herts Valleys Clinical Commissioning Group will form part of the delivery phase. Development contributions will be sought towards health care and other infrastructure provision.</p> <p>Detailed assessments of each development site will be undertaken as part of the planning consent process. These will identify habitats and species of special interest and any protection or mitigation measures required. Development will be expected to contribute towards environmental improvements both to the immediate and wider area.</p> <p>There are large areas of redundant employment land within the Two Waters area. These land uses limit activity and detract from the quality of the built environment, by restricting access and interaction with local streets. Consideration of existing and future employment land needs forms part of the review for the Single Local Plan. Further information is available at</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	10.19 Would like clearer ideas of timetable	<p>www.dacorum.gov.uk/planning-development, within the South West Herts Economy Study (February 2016) and forthcoming Employment Land Availability Assessment.</p> <p>The Two Waters masterplan will be adopted as a supplementary planning document with the new Local Plan, anticipated in 2019. While DBC will work with landowners to support development being brought forward, ultimately the delivery timetable is dependent on the overall strength of the local and regional economies and property markets.</p>	
Q11 Do you have any further comments regarding the 'Two Waters Masterplan Guidance' that you have not included in previous section?	<p>11.1 Suggested trees to screen Box Moor Trust land from London Rd.</p> <p>11.2 Green corridor could be enhanced by improving the link across the Magic Roundabout</p>	<p>Development will be expected to contribute towards environmental improvements both to the immediate and wider area. DBC will work with developers and the Box Moor Trust to ensure that the proposals for these sensitive areas are appropriate.</p> <p>The Plough 'magic' roundabout is outside of the scope of the masterplan. DBC and the Box Moor Trust have been working in partnership with the EA to improve the sustainability of the rivers Gade and Bulbourne throughout the town centre.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.3 Building proposals are too high</p> <p>11.4 There should be an iconic cultural development</p> <p>11.5 There has been no feedback from other consultations</p> <p>11.6 How can local residents continue to make their views known in cooperation with DBC?</p> <p>11.7 Cycle routes are important</p>	<p>See 1.8</p> <p>The locations of landmark buildings are identified within the development sites guidance chapter of the masterplan. Historic, archaeological and environmental development is also recognised within the guidance principle. Feedback from round one consultation (held between 4 and 5 November 2016) and round two (held on 26 January 2017) is available on the DBC website at www.dacorum.gov.uk/home/regeneration. The report from phase 3 consultation will be published following Cabinet approval.</p> <p>Consultation on individual development sites will take place as part of the planning application process.</p> <p>Improvements to the cycle network will be a key component of sustainable transport measures through the Two Waters area. This will include enhancements to existing and new connections to link development sites with destinations such as the town centre and station.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.8 What will be the result of this feedback</p> <p>11.9 How will the increase in air pollution be addressed?</p> <p>11.10 Alternative provision for Sunnyside Rural Trust needs to be identified</p> <p>11.11 What will happen with planning applications that have already been submitted?</p> <p>11.12 A clearer understanding of the proposed developers and increased transparency re their business interests</p>	<p>The feedback from the third round of consultation will be assessed and responses recorded. Final amendments will then be made to the Two Waters Masterplan prior to its publication. Proposed amendments are outlined in this report.</p> <p>See 4.5</p> <p>See 1.13</p> <p>The role of the masterplan will be to guide DBC in its consideration of planning applications within the Two Waters area once adopted as a planning statement and subsequently as a supplementary planning document. Planning applications submitted in advance of the adoption of the report will consider existing guidance provided by the Core Strategy and policies of the Local Plan</p> <p>It is not the role of the masterplan to propose developers for any of the sites within the Two Waters area.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.13 Suggestion of extending Frogmore Rd to Sainsbury's and restricting traffic turning right</p> <p>11.14 Open up all DBC proposals for public debate</p> <p>11.15 Park and ride facility should be considered</p> <p>11.16 'proper' parking restrictions needed around the station</p>	<p>This is not currently proposed. Further traffic assessments will take place at detailed design stage. Additional proposals will be considered as part of the development of HCC's Growth and Transport Plan for South West Hertfordshire.</p> <p>The masterplan has been subject to an extensive public consultation process in accordance with DBC's Statement of Community Involvement (SCI, 2016) where residents and stakeholders have been able to comment on emerging proposals and help shape the final document.</p> <p>Whilst this is outside the scope of the masterplan, further opportunities to reduce traffic congestion will be explored by DBC and HCC as part of the implementation phase and through the development of the Growth and Transport Plan for South West Hertfordshire.</p> <p>It is expected that new controlled parking zones will form part of each development site. The parking needs of station users will be considered at the detailed design stage and advice sought from Network Rail.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.17 Relocate the station to the current bus depot site</p> <p>11.18 Rethink boundaries and avoid building right up to existing housing</p> <p>11.19 Provision for the future of electric cars i.e. Infrastructure for electric charging points at every parking space</p> <p>11.20 Suggested shared surface on the older streets, perhaps make Winifred Road and Weymouth Street one way, introduce a parking system that helps residents park where they live.</p> <p>11.21 The Masterplan should recognise renewable energy in its requirements and make Hemel Hempstead known for its will of carbon neutral ideologies.</p>	<p>A preference to relocate has not been raised by Network Rail within any discussions</p> <p>The boundaries of development sites have been identified from an assessment of existing land uses and opportunities for new uses. The layouts of buildings will be considered at detailed design stage.</p> <p>See 4.12</p> <p>These highway changes are outside the scope of the Two Waters masterplan. See question 6 regarding residents' parking.</p> <p>The design guidance for each development site highlights the requirement to consider sustainable building designs, such as efficient and renewable energy systems, water conservation, reduction/reuse and recycling of waste water.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.22 Current bus routes in the town don't deliver direct journeys at times that people need, would like to see concrete evidence of how DBC think this can be changed.</p> <p>11.23 Traffic congestion and air pollution must be taken into consideration</p> <p>11.24 The document is poorly written with too much jargon making it difficult to understand</p> <p>11.25 The bridge widening on Durrants Hill lane is shown at the wrong bridge.</p> <p>11.26 The new canal bridge – Is there a desire line for this?</p> <p>11.27 Some residents in Boxmoor have grazing rights that come with their housing</p>	<p>See 4.3</p> <p>See 4.1 & 4.5</p> <p>The masterplan is a technical document and uses terminology recognised within the planning sector. Where possible terminology will be simplified.</p> <p>Noted, the widening proposal is for the single carriageway bridge on Durrants Hill Road.</p> <p>An indicative location is shown on figure 25, within site 4. This will connect to a new pedestrian and cycle routes and the canal towpath.</p> <p>It is an objective of the masterplan to protect the semi-rural farmland of the moors currently used for grazing.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.28 The cycle parking standards for railway interchange are woefully low.</p> <p>11.29 It is difficult to cycle to the retail units from the housing on the north east side of the canal, Durrants Hill Road and Red Lion Lane are the only crossing points and it makes for a long journey.</p> <p>11.30 Suggested that the bridge at Apsley Station be opened up on the other side through the public right of way through the golf course for faster access for pedestrians to the manor estate and aspen park</p> <p>11.31 Bridges over London Road rather than numerous road level crossings</p>	<p>The emerging Station Gateway Masterplan Supplementary Planning Document will consider this matter further in collaboration with key stakeholders including DBC, Network Rail and Abellio. Further information on this report will be found on www.dacorum.gov.uk/regeneration .</p> <p>The masterplan proposes a new bridge crossing the canal within site 4. This will connect to a new pedestrian and cycle route to London Road providing access to the retail units.</p> <p>Further discussion will take place with Network Rail on vehicle and pedestrian access to the stations. Whilst this is not currently identified as an objective, all development will contribute towards sustainable transport measures within the wider Two Waters area.</p> <p>This has not been raised by HCC as part of their requirements.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.32 Work with local businesses to provide solutions to problems i.e. car sharing, improved parking facilities, flexi time to alleviate rush hour traffic</p> <p>11.33 Space for a church building around development sites 1-3</p> <p>11.34 The plans miss out many of the public rights of way in the area, this is likely to result in missed opportunities for improving sustainable transport links, particularly walking and cycling</p> <p>11.35 A 3D or virtual model that shows the whole scheme</p> <p>11.36 What evidence of housing needs is there?</p>	<p>DBC is working with HCC to assess the potential for a more holistic approach to transport to be embedded within HCC's forthcoming Growth and Transport Plan for South West Hertfordshire. Whilst the masterplan will not be able to fully resolve the area's transport issues it could have a role in delivering elements of these</p> <p>This is covered under the Core Strategy policy CS23 which encourages the provision of social infrastructure (which includes places of worship) in accessible locations.</p> <p>Noted, the masterplan illustrates the main pedestrian and cyclist routes and key proposals for improvements. This will be updated to include public rights of way. These will be looked at in more detail at the next stage of the development process in consultation with DBC and HCC.</p> <p>This is unlikely to be possible as sites will come forward individually through the phasing plan and developer interest.</p> <p>There is a very high housing need within Dacorum – indicated by a current</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.37 The sites should not be considered in isolation from the rest particularly in respect of congestion mitigation</p> <p>11.38 Has due attention been given to flood risk in the areas adjacent to the canal, rivers and moor?</p> <p>11.39 How will this plan be funded?</p>	<p>assessed 'objectively assessed need' (OAN) figure of 756 homes per annum (17,388 over the 2013-2036 period). Two Waters is an important strategic location and has the potential to accommodate new development that promotes a sustainable mix of land uses. There is increased pressure from national government to deliver increased numbers of housing and a specific push for increased density around transport hubs. A clear steer for increased housing has been reiterated in the housing White Paper recently published.</p> <p>See 11.32</p> <p>See EAs response under stakeholders</p> <p>It is expected that private finance will be necessary to bring forward the development opportunities. Viability and deliverability of potential development</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
	<p>11.40 Why have we not been consulted on this?</p> <p>11.41 Hardcopy of masterplan not available to purchase.</p>	<p>sites have been considered and assessed during the preparation of the masterplan.</p> <p>See 11.14</p> <p>Hardcopies of the masterplan were available at the deposit points in Hemel Hempstead, Berkhamsted and Tring and at Hemel Hempstead library. Respondents were welcome to print out copies of the documents if they wished to do so. Hemel Hempstead library provides printing facilities and free computer access.</p>	

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
<p>Additional changes not covered in the above sections</p>			<p>Figure 5 will be amended to include views from higher lands in the Chilterns AONB.</p> <p>All references to London Midland as the Train Operating Company should be changed to <u>West Midlands Rail Limited [ADD FOOTNOTE] or current Train Operating Company.</u></p> <p>References to heritage assets, heritage or heritage significance of assets to be changed to <u>historic environment</u> as appropriate.</p> <p>All references to emerging Site Allocations DPD to be updated (as covered in Schedule of Clarifications 1.1 which supported the consultation document).</p> <p>All references to DBC's parking standards in Appendix 5 of the DBLP will be changed to refer to current DBC parking guidance (as covered in Schedule of Clarifications 1.2 which supported the consultation document).</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>In key of Figure 12: Safeguarded land to be changed to Safeguarded Land for Infrastructure.</p> <p>Additional wording to section 3.2, bullet point 22:</p> <ul style="list-style-type: none"> • <u>Explore</u> lower parking provision to encourage use of sustainable travel modes. <p>Additional wording to section 2.5.6: ...to avoid a detrimental impact on surrounding streets. <u>In doing so, careful consideration will need to be given to parking provision and its impact on well-designed, high quality public realm.</u></p> <p>Add wording to section 1.2: ... development. The opportunities are focused around improving public transport and promoting a mix of housing led mixed-use development, which <u>enhances the existing and natural environment</u> promote public transport and sustainable transport networks to ease traffic congestion, <u>supports</u> high quality urban design...</p> <p>Add wording to Section 1.5:</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>The moors, Grand Union Canal and the River Bulbourne provide valuable opportunities for recreation and biodiversity, whilst industrial land, large retail units and significant transport <u>strategic, high volume roads infrastructure</u> detract from <u>dominate the key gateways into the area's, detracting attention from its character and restricting walking and cycling movement through the car-led environment.</u></p> <p>Reference to residential neighbourhoods to be changed to residential areas on figure 12.</p> <p>Additional wording to Section 3.1:</p> <ul style="list-style-type: none"> • <u>Impact of development on Roughdown Common Sites of Special Scientific Interest.</u> • <u>Design should seek to include high quality, well designed public open spaces and green infrastructure providing the amenities which will be required by future residents.</u> <p>Additional wording to section 2.2: ... terraced houses at Corner Hall, that should be considered. <u>The Two</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p><u>Waters area is of considerable significance in terms of the history of paper manufacturing and includes the John Dickinson’s Frogmore Paper Mill, museum and ‘Paper Trail’.</u></p> <p>Additional wording to section 3.2:</p> <ul style="list-style-type: none"> • <u>Enhance existing historic environment and ensure its character influences the design and context of new development.</u> <p>Page 2 image: De-haze</p> <p>Section 1.4 The Masterplan Guidance forms part of ...<u>anticipated for adoption</u> in 2019.</p> <p>1.6.2 Hemel Hempstead was developed as apopulation of around 94,93287,000 ONS Census 2011.</p> <p>1.6.2 The town was developeda series of districts <u>neighbourhoods</u> focussed around an existing a parade of shops.</p> <p>1.7 The adopted DBC developmentDacorum Core Strategy</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>(September 2013), <u>Site Allocations DPD (July 2017)</u> and the Emerging Site Allocations DPD Policies Map (July 2017).</p> <p>DBC is currently preparing.....and modifications (December 2016) DBC's adopted Site Allocations Development Plan Document identifies.....</p> <p>1.7 Delete 'new proposal' from bullet points 4 & 5.</p> <p>1.7 DBC is also...adopting a<u>this Plan</u> in 2019.</p> <p>1.7 Whilst technically the adopted allocationspolicies and guidance. <u>The aim will be to incorporate the aims and objectives of this planning statement into the new Local Plan.</u></p> <p>1.7 Whilst already ambitious....review of the Core <u>Strategy (new Local Plan process)</u>. following completion of the emerging Site Allocations Local Plan</p> <p>1.7 Along with <u>the need to meet meeting</u> housing targets <u>DBC will</u></p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>need to consider the <u>is committed to</u> the wider regeneration</p> <p>1.7 The Two Waters Masterplan Guidance adopts a proactive approach to <u>contribute towards housing need</u> delivering the Borough's housing need and manage <u>managing</u> growth in a manner</p> <p>Page 12 images – Change to front cover of Site Allocations DPD rather than Strategic Framework covers.</p> <p>2.2 There are a number ofthat should be considered <u>conserved</u>.</p> <p>2.4 Land having between a 1 in 100 and 1 in 100 <u>(2a and 2b)....</u></p> <p>2.5 This is <u>also</u> compounded by the distance....</p> <p>2.5 Whilst the towpath unpaved making it is-less suitable for walking and cycling when <u>it is wet or</u> dark.</p> <p>ALL relevant figures – Arrow 'To Aylesbury' change to 'To Berkhamsted, Tring, Aylesbury'</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>Figure 11: Arrow adjacent to A41 south – delete arrow sitting in the middle of the key.</p> <p>2.5.5 Parking standards areDBLP (2004) and are contained in.....as residential parking standards by accessibility standards are specified specifically. <u>These are currently being reviewed. The latest parking standards will be applicable to all development in the Two Waters area.</u></p> <p>2.5.6 Controlled Parking Zones “A” covers Two Waters Road while Controlled Parking Zone “R” covers and sections of London Road, Stranding Rise and Roughdown Road.</p> <p>2.6.1 [Residential] Given its locationand develop enhance.</p> <p>2.6.1 [Residential] The exception to this would bewhere a reduced car parking provision near the town centre-could be considered....enhanced public transport.</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>2.6.1 [Residential] The key development sitesimprove values across the area.</p> <p>2.6.1 [Employment/Office] There is limited scope foroffice space. which is more likely to beexisting office stock.</p> <p>2.6.1 [Retail and Leisure] The town's retail core....with recent improvements to the retail offer planned. Including planned improvements to the retail and leisure offer.</p> <p>2.6.1 [Retail and Leisure] Given the above ... increased population. through the new residential developments.</p> <p>2.6.1 [Retail and Leisure] The basket food sector....which is in contrast to the larger format store market.</p> <p>2.6.2 The viability of the Development Sitesdue to changing dynamic market conditions...</p>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<p>3.1 [Weaknesses & Constraints] include new bullet point</p> <ul style="list-style-type: none"> • <u>Contains older parts of the town.</u> • Existing utilities infrastructure and <u>viability considerations around contamination in parts of the study area.</u> • <u>Impact of development on Roughdown Common Sites of Special Scientific Interest.</u> • <u>Design should seek to include high quality, well designed public open spaces and green infrastructure providing the amenities which will be required by future residents.</u> <p>3.2 [Strengths & Opportunities]</p> <ul style="list-style-type: none"> • Established sustainable mixed-used developmentrailway stations with more sustainable locations. the potential.....parking standards. • Enhance the amenity of London Road....improving the <u>Apsley high street area.</u>

Question	Summary of Respondents Comments	DBC Response	Proposed amendments to this section
			<ul style="list-style-type: none"> • Improve Two Waters Road/London Road junction for pedestrian/cyclists. • Lower parking provision Encourage use of sustainable travel modes to <u>deliver modal shift</u>. <p>Figure 13: Clarify what the dark green next to Durrants Hill Rd represents.</p> <p>Include illustrations/example pictures representing a range of heights proposed in the masterplan.</p>

Appendix B:

Summary of Stakeholder Comments and the Council's Responses

This section should be read in conjunction with Section 5: Key Consultation Themes and DBC responses which provides more detailed responses to many of the comments below.

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>Buckinghamshire County Council (BCC)</p> <ul style="list-style-type: none"> The Draft Two Waters Masterplan Guidance document does not specify the number of homes planned for the Masterplan area, so it is difficult to give specific education comments on the scheme at this stage. The document states that Dacorum Borough Council (DBC) and Hertfordshire County Council (HCC) will need to explore options for providing additional school places. BCC would take a similar approach and would support any future proposals that would enable the Borough to meet its sufficiency duty and not negatively impact on Buckinghamshire schools. Currently a number of Bucks resident primary and secondary pupils attend schools in the Borough of Dacorum. Similarly, a number of Dacorum resident primary and secondary pupils attend schools in Bucks (predominantly secondary school pupils). Proposed growth in both Buckinghamshire and Dacorum is likely to increase demand for school places and have an impact on education movements between the two areas. BCC would therefore need to consider any future proposal with regard to its impact on schools and residents in Buckinghamshire. BCC would want to have further engagement with DBC in order to better understand the proposals for this area, including the number of homes planned for the Masterplan area; specific education provisions proposed to meet needs 	<p>Noted. The Duty to Cooperate applies to both HCC and DBC and we are both in discussions over whether appropriate schooling provision could be made for proposed levels of growth.</p> <p>We are happy to arrange a specific meeting between DBC and the BCC and HCC to be satisfied that appropriate schooling provision could be made.</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>generated by the Masterplan proposals; and any other relevant mitigation measures.</p>		
<p>CPRE Herts</p> <ul style="list-style-type: none"> • Concerns regarding the methodology of calculating reference to Housing Targets. • Despite uncertainty about the scale of housing development that will be proposed in the new Local Plan in due course, there is little doubt that there will be great pressure for new housing in potential regeneration areas and other brownfield locations in Dacorum, in line with emerging Government policy. For this reason the Two Waters Masterplan should place greater emphasis on maximising the potential for construction of new dwellings within the Masterplan area, and this emphasis should not be limited to the individual development sites included in the current consultation. To encourage this, the guidance should set out minimum dwelling densities for the proposed residential-only sites within the Masterplan area, and minimum dwelling targets for the mixed use areas. • Care should still be taken to ensure that the height and design of new buildings does not have a significant detrimental effect on residents of neighbouring properties and on the townscape of this part of Hemel Hempstead which is an important gateway to the town. • Concerns re traffic generated by new development and those developments already underway. • Development should consider scale, and should not damage the local environment, and be sustainable. 	<p>Noted. There is very high housing need within Dacorum – indicated by a current assessed ‘objectively assessed need’ (OAN) figure of 756 homes per annum (17,388 over the 2013 – 2036 period). The new Local Plan process will ultimately set the housing target for Dacorum up until 2036.</p> <p>The development sites have been identified as being the areas which have the most opportunity for change within the Two Waters area. Detailed but flexible Overarching and Site Specific Guidance has been included in order to ensure that development is sensitive and appropriate to the local area whilst delivering the Vision and Objectives for Two Waters.</p> <p>Further consideration will be given to transport through transport assessments and borough wide modelling to support the new Local Plan.</p>	
<p>Chiltern Society</p>		

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> • Retention and expansion of open space and green environment especially Boxmoor. Linking of the Boxmoor area more clearly with Sites 3 and 4 by providing pedestrian access over Two Waters Road and the opening up and enhancement of the Durrants Lakes will protect this area and make it a more accessible amenity for all. • Development should be constrained by area, and the 4 development sites are noted and should not be exceeded. • A key issue is the height of development, which should be consistent with the majority of surrounding buildings and should not block the skyline from the surrounding wider area, being Green Belt and AONB further towards the west and north. • The new residents of the proposed 6 storey housing blocks should be taken into account when looking at the future of the stations. • Apsley station should be retained in view of the proposed increase of population near to the station, most of whom will be commuters. • Transport and parking. There is a wider impact of traffic congestion for the borough as a whole, and this applies to road congestion and rail capacity. Any idea of amalgamating Hemel Hempstead station with Apsley must not only take account of Network Rail's demands but recognise and address the chronic car parking shortage at these stations, both of which are full before 08:00am. With the increase of up to 9,000 new properties in the borough (Core Strategy indication), this will only increase because of the desirability of Dacorum as a commuter area. • A strategic plan for the changing landscape and needs of Dacorum with the large increase in residential development, 	<p>Noted. The development sites have been identified as being those with the greatest opportunity for change within the Two Waters area. Detailed but flexible Overarching and Site Specific Guidance has been included in order to ensure that development is sensitive and appropriate to the local area whilst delivering the Vision and Objectives for Two Waters.</p> <p>There is very high housing need within Dacorum – indicated by a current assessed 'objectively assessed need' (OAN) figure of 756 homes per annum (17,388 over the 2013 – 2036 period). Two Waters is an important strategic location and has the potential to accommodate new development that promotes a sustainable mix of land uses. Maximising the potential for construction of new dwellings within more urban areas such as the Two Waters area serves both to concentrate development in strategic areas such as around transport hubs and town centres as well as to reduce the possible impact and loss of Greenbelt land for development.</p> <p>The masterplan does not propose to change the location of the two stations in Hemel Hempstead. Parking at both stations are in the control of Network Rail and the service provider and are likely to</p>	

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<p>and therefore population, needs to protect all existing open space and should enhance and improve the open space.</p> <ul style="list-style-type: none"> In view of the appalling tragedy of Grenfell Tower, building above 6 storeys should not be considered. Local fire equipment will not provide the necessary cover for anything above this. 	<p>remain commercially led. DBC will be working with relevant organisations and departments to facilitate the provision of relevant infrastructure, such as car parking and sustainable transport provision.</p> <p>The emerging new Local Plan will develop a vision, objectives and policies for the whole of Dacorum up until 2036. This aims to balance growth needs against other designations, such as open spaces, Green Belt or AONB.</p>	
<p>Chilterns Conservation Board</p> <ul style="list-style-type: none"> The draft masterplan fails to mention that the River Bulbourne and River Gade are chalk streams, which are home to some of our most threatened plants and animals. The impact on the chalk stream of the development proposals in the Two Waters masterplan must be carefully assessed. The Board has particular concerns about site 3 and the lower half of site 4. There appears to be little consideration for the Rivers Gade or Bulbourne. The proposal to build up to buildings of up to 6 storeys on what is currently floodplain meadow should be looked at from an ecological perspective as well flood risk High rise building in the setting of the Chilterns AONB could harm the AONB. The viewpoints on Figure 5 identify two wider viewpoints, both from the town, and should also include views from higher land in the Chilterns AONB, a nationally protected landscape. 	<p>Noted. If necessary, assessments will be undertaken for the sites as part of the pre-app process. These assessments will provide evidence on the impacts (if any) on flood risk, ecology, the setting of the AONB and other strategic considerations. DBC Development Management team will consider these assessments and consultee responses before determining any application.</p>	<p>Reference to be added to section 5.3.5 acknowledge that: ...provide ecological enhancements to the east of Two Waters Road and north of London Road. <u>The River Bulbourne and River Gade are chalk streams and consideration should be given to potential impacts upon these natural environments.</u></p>
<p>Countryside Access Officer – DBC</p>		

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<ul style="list-style-type: none"> Plans depicting the current public rights of way network which do not appear to have been included in the 'Transport & Movement' section of the document. There is considerable scope to incorporate improvements to existing routes, including inevitable diversions, to improve sustainable transport through the study area. Ideally a non-vehicular shared pedestrian-cycle route linking residents to the stations and minimising road crossings. 	<p>Noted. We recognise the need for the right infrastructure package to help support employment and housing growth with necessary cultural change that will help secure a long term sustainable modal shift. Whilst it will not be possible for this masterplan to fully resolve the area's transport issues alone, it should make a positive contribution overall to existing conditions for all modes of travel. The safeguarding of land that may be required for future improvements or development mitigation should also be considered.</p>	<p>Add Public Rights of Way network to Transport and Movement section (Figure 17).</p>
<p>Environment Agency</p> <ul style="list-style-type: none"> We agree that the moors, Grand Union Canal, River Bulbourne and the River Gade provide valuable opportunities for quality recreation and biodiversity. It is essential that the quality and quantity of water in the environment is properly safeguarded. Environment Agency would seek the implementation of Actions and Mitigation Measures identified in the update of the River Basin Management Plan 2015-2021, for the Grand Union Canal, Bulbourne and Gade for the extent these water bodies pass through the proposed development area, and for at least 1km upstream and downstream the area. <p>Flood risk: General comments for all sites within the masterplan</p> <ul style="list-style-type: none"> Latest climate change allowances will need to be taken in to account for new developments. Level-for-level volume-for-volume floodplain compensation will be required for any increased built footprint in the 1 in 	<p>Noted. If necessary, assessments will be undertaken for the sites as part of the pre-app process. These assessments will provide evidence on the impacts (if any) on flood risk, ecology and other strategic considerations. DBC Development Management team will consider these assessments and consultee responses before determining any application.</p> <p>As and when firmer proposals are developed for these sites (either through detailed site master planning or planning applications), we would expect a flood risk assessments and sequential test to be completed and for consideration to be given to the existence of flood zone designations, the need for SuDs and buffer zones to aid habitat continuity.</p>	<p>Reference to be added in section 5.3: <u>Consideration to be given to the Actions and Mitigation Measures identified in the River Basin Management Plan 2015-2021, for the Grand Union Canal, Bulbourne and Gade.</u></p>

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<p>100 year plus climate change floodplain, such development should be avoided regardless through sequential planning.</p> <ul style="list-style-type: none"> • At least an 8 metre undeveloped buffer should be left along rivers, to ensure riparian habitat continuity and access for maintenance. • Any development should be supportive of ongoing river and floodplain restoration of the Gade and Bulbourne in the area, and work with catchment partnership. Developer buy-in to improving the riparian environment, and implement river basin management plan 1-2km upstream and downstream of the site allocations. <p>Site 1 & 2</p> <ul style="list-style-type: none"> • We have no fluvial flood risk concerns as both these sites are located outside of the flood plain. <p>Site 3</p> <ul style="list-style-type: none"> • New development may constrict the riparian corridor, as the site is currently mostly undeveloped green space. New development may reduce the habitat continuity along the Bulbourne and all new proposals should ensure a suitable natural buffer strip is proposed. • Flood Zones are present on site and any development will need to be planned sequentially to avoid development in highest flood risk areas. • Flood alleviation scheme proposed, ideally this should be a joined-up approach taking into account SuDS and surface water flood risk where possible. <p>Site 4</p> <ul style="list-style-type: none"> • Flood Zones are present on site and any development will need to be planned sequentially to avoid development in highest flood risk areas. 		

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<ul style="list-style-type: none"> Flood alleviation scheme proposed, ideally this should be a joined-up approach taking into account SuDS and surface water flood risk where possible 		
<p>Hertfordshire County Council: Education</p> <p>Further to our previous representations dated 17/11/16 and 03/04/17, we have the following comments to make.</p> <p>Land Use – School</p> <ul style="list-style-type: none"> The size and number of schools required will be determined by the number of residential units proposed within the master plan area. The masterplan area falls within the SE Hemel Hempstead primary planning area. In this area, there is a concentration of demand where the number of children significantly exceeds the number of available school places. To help ease this concentration of demand, Belswain Primary was temporarily expanded to 2FE in 2016. Although the primary forecast can only show projected pupil numbers up to 4 years ahead, the latest forecast shows an increase in demand for school places in South East Hemel as well as across the whole of Hemel town. <p>Site 3</p> <ul style="list-style-type: none"> The inclusion of a potential drop off zone to serve the new primary school shown in site 4 is welcomed, subject to further feasibility studies being undertaken by DBC and HCC. <p>Site 4 <i>Para 6.4.3</i></p> <ul style="list-style-type: none"> The inclusion of land to provide a 2FE primary school, together with open space and drop off zones is welcomed, 	<p>Noted. The Duty to Cooperate applies to both HCC and DBC and we are both in discussions over whether appropriate schooling provision could be made for proposed levels of growth. We will continue such discussions as the new Local Plan emerges.</p> <p>DBC and HCC recognise the need for the right infrastructure package to help support employment and housing growth. DBC is exploring external funding opportunities to help plan and deliver these vital improvements to support the new Local Plan. The safeguarding of land that may be required for future improvements or development mitigation should also be considered.</p>	

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<p>subject to further consultation with DBC regarding proposed housing numbers and feasibility work.</p>		
<p>Hertfordshire County Council: Lead Local Flood Authority</p> <ul style="list-style-type: none"> • Future development in the area must consider flood risk from all sources and the risk of flooding should be minimised through appropriate management. As the Lead Local Flood Authority we will assess the drainage assessment and Flood Risk assessments for major planning applications. • A surface water drainage assessment should be carried out to demonstrate that the proposed development will not create an increased risk of flooding from surface water to the development site and the surrounding area. It should be carried out in accordance with the NPPF and the NPPG. • We would expect development to demonstrate that the surface water drainage can be managed in a sustainable manner, giving priority to above ground storage and source control. By giving preference to infiltration, then discharge to a watercourse thereafter to a surface water sewer. • Any FRA submitted to support any future planning applications should demonstrate that the proposed drainage system can be designed to cater within the site for the post development surface water run-off rates and volumes for its lifetime and for all rainfall events up to and including the 1 in 100 year rainfall event + 40% allowance for climate change. • The FRA should also demonstrate that any existing areas of surface water flood risk can be managed within the site without increasing flood risk elsewhere. • Where it will be proposed to infiltrate, detailed assessment of ground conditions should be provided with groundwater 	<p>Noted. Hertfordshire have commissioned a Water Cycle Study to better understand the relationship between development and the water environment around the county, by examining the potential impacts of future growth on the main aspects of the water cycle. This considers such aspects on a 'local' and 'wider than local' level for scenarios at 2021, 2031 and 2051. This work has involved a number of different Local Authorities and stakeholders. This Water Cycle Study is due to be completed this year and will form part of the new Local Plan evidence base for Dacorum Borough Council. Further work may be necessary to complete a Stage 2 report, but this will not be known until the Stage 1 work has been completed. A Strategic Flood Risk Assessment is going to be commissioned for Three Rivers and Dacorum which will also support the new Local Plan.</p> <p>As and when firmer proposals are developed for these sites (either through detailed site master planning or planning applications), we would expect a flood risk assessments and sequential test to be</p>	

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<p>levels, permeability of the underlying geology, with infiltration tests carried out in accordance BRE Digest 365. The FRA should also demonstrate that there will be sufficient surface water quality treatment by implementing an appropriate amount of water quality treatment stages through the use of SuDS.</p> <ul style="list-style-type: none"> • Please note there are ordinary watercourses within the Two Water area. Any works proposed to the ordinary watercourses that affect the flow within the channel will require the prior written consent from the Lead Local Flood Authority. This includes all temporary and permanent works such as dams, culverts, weirs etc. the Grand Union Canal is also classified as an Ordinary Watercourse. • The River Bulbourne is classified as Main River; we would recommend consulting the Environment Agency in matters relating to water quality and fluvial flooding. 	<p>completed and for consideration to be given to the existence of flood zone designations or the need for SuDs, etc.</p>	
<p>Hertfordshire County Council: Natural, Historic and Built Environment Advisory Team</p> <ul style="list-style-type: none"> • Future planning applications includes a requirement for an archaeological desk-based assessment. Whilst we welcome the inclusion of the historic environment in the list, we recommend that this office is consulted with regard to the scope of any required archaeological investigations. • Heritage assets should be established and this may include archaeological evaluation as well as a desk-based assessment. • Masterplan must consider the historic environment appropriately. The historic environment/heritage assets include both below ground archaeological remains as well as historic buildings, landscapes and landscape features. In this 	<p>Noted. Planning applications will need to meet our local validation checklist. Where relevant, we will notify statutory consultees of applications where designations are known. Weekly lists of live planning applications are available from our website.</p>	<p>Add reference in paragraph 5.1.4 to Para 5.1.4. – Development design will respect the heritage significance of assets, ... reveal their significance. <u>A similar approach needs to be taken with any archaeology. Proposals should seek to identify the extent of any archaeological remains and give consideration of their significance.</u></p>

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<p>instance this may include (but not be limited to) the Grand Union Canal and any associated features/furniture.</p> <ul style="list-style-type: none"> • Provision should also be made for the identification of currently unknown heritage assets and their consideration of their significance. 		
<p>Hertfordshire Police – Traffic Management</p> <ul style="list-style-type: none"> • No objection. 	Noted.	
<p>Historic England</p> <ul style="list-style-type: none"> • An appreciation of the historical context of a place for which change is planned is of considerable importance in ensuring successful design. • The masterplan would benefit from the greater inclusion of historic environment into its aspirations and objectives. • Recommend that where the masterplan refers to ‘heritage’ or ‘built assets’, it instead uses the term ‘historic environment, in line with the accepted terminology in the NPPF. • To properly summarise the interesting and varied elements of the historic environment found within the Study Area, more content is required than referenced Grade II listed terraces at Corner Hall. • Roman period archaeological site not mentioned in site 1 overarching summary, neither are any other listed buildings or (if appropriate) non-designated heritage assets. Recommendation is that this information and any accompanying imagery could be better presented if ‘heritage’ had its own discrete section, or if the current combined section were enlarged to cover more than one page. 	<p>Noted. The historic environment is one of many important factors that the objectives need to respond to. However, the objectives provide reference to the historic environment within objectives 4 and 7.</p> <p>Roman period archaeological site in site 1 is already adequately referred to in figure 22 and paragraph 6. 1.23.</p> <p>There is sufficient reference to heritage throughout the document.</p> <p>Wording changes will be made to some sections based on your feedback.</p>	<p>Proposed change to vision: New development with supporting infrastructure will be of the highest design quality, integrates with existing areas. <u>It will also neighbourhoods that respect and enhances its natural, cultural, historic and built assets. New development will encourage the use of and access to heritage assets and the historic environment, as well as to the countryside.</u></p> <p>References to heritage assets, heritage or heritage significance of assets to be changed to <u>historic environment</u> as appropriate.</p> <p>Additional wording to para 6.4.17: wind micro-climate and residential amenity. <u>This would also include the Listed buildings on the edge of Corner Hall.</u></p>

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<ul style="list-style-type: none"> No reference to the presence of John Dickinson’s Frogmore Paper Mill and its existing heritage amenities, including the ‘Paper Trail’ and museum, which are within the Study Area. The plan should ideally include consideration of ways in which this asset and its significance can be enhanced and better revealed as part of any new public realm or open space, and also the wider regeneration of the Two Waters area more generally. Its omission from long term planning in this area would be an unfortunate missed opportunity in terms of enhancing not only the historic character of the area, but also the area’s potential to attract tourism and foster additional economic activity. We are pleased to note the masterplan’s focus on the improvement of the public realm and streetscape in terms of placemaking, as identified in section 3.2. We acknowledge there is a large range of building types, including those which are designated heritage assets, in the Study Area, as highlighted in Section 3.1. This diversity of form will require detailed consideration in any future development proposals in the Study Area. It is important, however, that the masterplan includes the Grade II* listed Snatchup End Cottages and other heritage assets in the area (15 Grade II listed buildings) as potential opportunities for enhancement in Section 3.2, relating future development within the Study Area to its historic character and context, and using that context to inspire successful future designs. With that in mind, we suggest also that section 4.1 also includes an aspiration to encourage the use of and access to heritage assets and the historic environment, as well as to the countryside. In Section 4.2, the wording of point 7 could benefit from rewording along the lines of “Enhance and better reveal the 		<p>Additional wording to section 2.2: ... terraced houses at Corner Hall, that should be considered. <u>The Two Waters area is of considerable significance in terms of the history of paper manufacturing and includes the John Dickinson’s Frogmore Paper Mill, museum and ‘Paper Trail’.</u></p> <p>Additional wording to section 3.2:</p> <ul style="list-style-type: none"> <u>Enhance existing historic environment and ensure its character influences the design and context of new development.</u> <p>Proposed changes to section 4.2: <u>Enhance and better reveal the importance and significance of the existing natural and historic environment in Two Waters to contribute positively to its sense of place</u> Enhance and Better Reveal Two Waters’ Heritage, Landmarks and Green Spaces</p> <p>Additional wording to section 5.1.1: ...relationships with existing development. <u>This should also include achieving a high quality of</u></p>

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<p>importance and significance of the existing natural and historic environment in Two Waters to contribute positively to its sense of place”</p> <ul style="list-style-type: none"> • Welcome focus in Section 5.1 on ensuring high quality design for new buildings, recommend that equal importance is placed on the design quality of new public realm and infrastructure. • Section 6.0 could also make reference to Historic England’s Streets for All guidance (https://historicengland.org.uk/images-books/publications/streets-for-all-east-of-england/) for public realm improvements, alongside the Manual for Streets and county design guidance. • In Section 6.3 - Site 3 under Open Space and Heritage, we suggest the inclusion of a requirement that new public realm (Numbered 4 on Figure 24) enhance the setting of the nearby Grade II listed Bell Inn. • It is well established that heritage is not just an adjunct to a healthy economy, it is an important component of growth and a source of employment. We therefore welcome the inclusion, in Section 7.1, of a requirement for new development to contribute towards delivering infrastructure improvements in the Two Waters area through CIL and Section 106. The Localism Act allows CIL to be used for the maintenance and on-going costs associated with a range of heritage assets including, for example, transport infrastructure such as historic bridges, green and social infrastructure such as historic parks and gardens, civic spaces and public places. Historic England encourages charging authorities to consider identifying the ways in which CIL, and S106 agreements can be used to implement local planning policy and proposals relating to the conservation of the 		<p><u>new public realm and infrastructure.</u></p> <p>Additional wording to Section 6: Design Guidance ...specialist service vehicles and lastly other motor traffic. <u>Historic England have also published Streets for All guidance which covers public realm improvements.</u></p> <p>Open space and Historic Environment (section 6.3.2- Design Guidance)</p> <ul style="list-style-type: none"> • <u>New public realm to enhance the setting of the nearby Grade II listed Bell Inn.</u> <p>Additional wording to Section 7.1: All development will ... health facilities, public realm and open space improvements. <u>Where relevant, other contributions may be sought, for example, in relation to improvements to the historic environment.</u></p>

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<p>historic environment, heritage assets and their setting. This will help the SPD to satisfy national planning policy (NPPF paragraphs 6, 126 and 157). Development specific planning obligations and S106 will continue to offer opportunities for funding improvements to and the mitigation of adverse impacts on the historic environment, such as archaeological investigations, access and interpretation, and the repair and reuse of buildings or other heritage assets.</p>		
<p>Lumiere Developments (landowner)</p> <ul style="list-style-type: none"> • The draft Guidance fails to take into account the purpose for a Masterplan and various crucial factors which have resulted in flaws in numerous sections of the document. The draft Guidance does not discuss viability sufficiently and has failed to address the Vision and Objectives specified. The draft Guidance concludes that the proposal is viable, however no sufficient investigation or assessment has been conducted. • The Masterplan is considered to rely too greatly on existing routes and desire lines as opposed to holistically changing/removing these to create a much more vibrant pedestrian dominated place to live, work and travel. • Further detail of the proposals is required to assess possible reduced benefit should some of the aspirations in the draft Guidance not be viable or achievable. While the funding approach is considered most likely and most appropriate, the level of detail in the masterplan does not evidence its viability. • There is no formal viability report with quantitative data on land values, cost of construction, gross development values or costs of proposed highways improvements. There are a number of concerns regarding the assumed numbers of housing units, build cost and land values in the Masterplan. 	<p>The current Masterplan Guidance represents what is considered an appropriate form of development balancing the variety of complex factors including national and local policy, townscape context, views and characters of the area, sensitive land uses and boundaries, the local highway network, viability assessments, urban designs principles and views expressed through the Steering Group and public and stakeholder consultation. The viability assessment methods adopted is standard market practice for documents of this nature. The Masterplan Guidance provides overarching and site specific guidance for development coming forward. However, potential developers will need to undertake their own further detailed assessments and viability work through the planning process as and when development comes forward for their own proposed development scheme.</p>	

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<ul style="list-style-type: none"> The existing volume of traffic on the network is at capacity and the masterplan should have investigated wholesale alterations so as to remove barriers as opposed to working round existing infrastructure and vehicular desire lines. The Masterplan should go further to create a vibrant, car free environment. There are further concerns regarding the approach to the transport network, traffic flow links, access to the station, bus routes and parking. 	<p>As part of developing the Masterplan Guidance we have worked closely with HCC highways to ensure they have identified proposals to tackle short, medium and longer term proposals for Hemel Hempstead and the borough taking into account future longer term growth predictions and impacts for not only our borough but for South West Herts. See Section 5 above of the main report for further details on Transport and Movement.</p>	
<p>National Grid</p> <ul style="list-style-type: none"> We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation. 	<p>Noted.</p>	
<p>Natural England</p> <ul style="list-style-type: none"> SSSI should be included specifically on the list of constraints. Design should seek to include high quality, well designed public open spaces and green infrastructure providing the amenities which will be required by the future populace Given the scale of the development, consideration should also be given to ecological enhancement. The site falls within Natural England's Chalk and Chilterns Focus Area. The chalk ridge extending from the Chilterns into Hertfordshire, and beyond, is a fragmented landscape of chalk grasslands and woodland that is also locally a farmland bird 'hotspot'. As well as its ancient trackways, its sites are increasingly valued and visited by people from expanding towns. We are looking 	<p>Noted. The natural environment is one of many important factors that the Two Waters area need to respond to.</p> <p>We will make wording changes to the document based on your feedback.</p>	<p>Additional wording to Section 3.1:</p> <ul style="list-style-type: none"> <u>Impact of development on Roughdown Common Sites of Special Scientific Interest.</u> <u>Design should seek to include high quality, well designed public open spaces and green infrastructure providing the amenities which will be required by future residents.</u> <p>Reference to be added to section 5.3 acknowledge that:</p>

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<p>to 'join the dots', ensuring a connected, accessible and robust natural environment along this ridge.</p> <ul style="list-style-type: none"> The development should look to avoid impacting on chalk grassland and seek opportunities to increase resilience and connectivity where appropriate. 		<p>...provide ecological enhancements to the east of Two Waters Road and north of London Road. The River Bulbourne and River Gade are chalk streams and consideration should be given to potential impacts upon these natural environments.</p> <p><u>Development should avoid impacting on chalk grassland and seek opportunities to increase resilience and connectivity where appropriate. The site falls within Natural England's Chalk and Chilterns Focus Area, with the chalk ridge extending from the Chilterns into Hertfordshire. Beyond, is a fragmented landscape of chalk grasslands, woodland, farmland and ancient trackways. These sites are increasingly valued and visited. We would support actions which enable a linking of these fragmented landscapes, ensuring a connected, accessible and robust natural environment along this ridge.</u></p>
<p>Network Rail Network Rail owns, maintains, renews and enhances the railway infrastructure in England, Wales and Scotland. Our comments are as follows:</p>	<p>Noted. We will consult with Network Rail as part of ongoing engagement with key consultees, regarding projected growth numbers within Dacorum. The work on</p>	<p>All references to London Midland as the Train Operating Company should be changed to <u>West Midlands Rail Limited.</u></p>

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<ul style="list-style-type: none"> • Network Rail is supportive of the proposed draft Two Waters master plan consultation document where it relates to Site 1 - Hemel Hempstead Railway Station. We also support the masterplan’s vision and objectives for future development. • A comprehensive development as envisaged at the station would be subject to railway and regulatory approvals and Network Rail’s processes. • Under 6.1.4 Network Rail would wish to see some increased flexibility to allow for market demand. • Under 6.1.5 it states: “Residential parking for new residential development should be shared with other uses.” Network Rail would have concerns over any shared use of dedicated station parking with residential parking and will require sufficient parking for station customers. • Point 6.1.13 should allow flexibility and the ability to provide underground car parking should this be more appropriate than a multi-storey. • Under 6.1.14 it should be noted that Network Rail is regulated and any development on the site will need to ensure that sufficient station parking is provided to accommodate predicted growth. • It should be noted that there is reference in the document to London Midland as the Train Operating Company, but West Midlands Rail Limited has recently been awarded the franchise and will take over from London Midland in December 2017 for a period of 9 years. • The West Coast Main Line south has capacity issues. • We have projected levels of demand to 2043 to understand how demand may grow over time. In conclusion, future demand continues to increase significantly on the route, with options to increase capacity very limited. In the shorter term, a programme 	<p>housing growth will be progressed through the new Local Plan. To ensure implications on train capacity (both passenger numbers and parking) can be considered by Network Rail.</p> <p>Paragraph 6.1.4 refers to primarily encouraging smaller units as these are more likely to be the type of accommodation coming from high density, urban sites. The approach would allow for other types of units as part of the overall mix.</p> <p>Transport Assessments should cover all alternative means of transport and consider any direct impacts upon Hemel Hempstead or Apsley Stations. Mitigation will be sought by DBC through the planning application process, as appropriate.</p>	<p>Additional wording to Section 6.1.5:</p> <ul style="list-style-type: none"> • Residential parking for new residential development should be shared with other users. <u>Although sufficient parking for station customers will be necessary.</u> <p>Additional wording to paragraph 6.1.14: A flexible approach to the number of station car parking spaces should be adopted to balance operational requirements <u>(and to accommodate predicted growth)</u> with viability of development.</p> <p>Additional wording to paragraph 6.1.13: Station car parking will be accommodated within a multi-storey <u>(or if viable, an underground)</u> arrangement and its design should seek to minimise adverse impacts on the quality of the built environment.</p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>of train lengthening would help meet some of this demand but at the moment this is a non-committed, unfunded aspiration.</p> <ul style="list-style-type: none"> • HS2 services are available post 2026. We are currently working jointly on whether its introduction will release capacity on the existing rail network and if so, what this may look like. • Implications of development within the Two Waters area and train station capacity for both Stations in terms of passenger numbers and parking. • Transport Assessments should also take into account trip generation data at Railway Stations, including footfall at railway stations and consider developer contribution (either via CIL, S106 or unilateral undertaking) where there is increased numbers of customers resulting from proposals. Location of proposals, accessibility and density of developments should be considered in relation to the railway stations within proposals. 		
<p>St William Homes (agent for landowner)</p> <ul style="list-style-type: none"> • To provide greater clarity, the Council should make it very clear that this document once adopted will provide only limited material weight in decision making. The current text <i>'it should be given material consideration in the determination of planning applications'</i> should be amended to <i>'it will provide some material consideration, although as a Planning Statement in the first instance (prior to the Local Plan review), the weight applied as material is limited'</i>. • The Council should refer to <i>'H/2 National Grid and 339-353 London Road, Hemel Hempstead'</i> as being contained in the SADPD and reflect the 350 homes to be delivered on this site as a minimum. The number of homes assumed is not in conformity with NPPF principle to emphasise delivery of housing on brownfield sites. Therefore the document as it currently stands is inconsistent with planning policy. We 	<p>Noted. The Masterplanning Guidance has been prepared through the careful consideration of national and local policy, townscape context, views and characters of the area, sensitive land uses and boundaries, the local highway network, viability assessments, urban designs principles and views expressed through the Steering Group and public and stakeholder consultation. These will be reconsidered as part of the new Local Plan process. It is acknowledged that at the planning application stage these matters will be explored further.</p>	<p>All references to emerging Site Allocations DPD to be updated (as covered in Schedule of Clarifications 1.1 which supported the consultation document).</p> <p>All references to our parking standards in Appendix 5 of the DBLP will be changed to refer to current DBC parking guidance (as covered in Schedule of Clarifications 1.2 which supported the consultation document).</p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>confirm that the former gasworks site (site 2) alone is proposed to deliver in excess of 350 homes in line with the Council's adopted Site Allocations DPD.</p> <ul style="list-style-type: none"> Reference to Saved Local Plan policy 10 is questioned given that this policy is now considered out of date. The NPPG states that SPD's should build upon and provide more detailed advice or guidance on the policies in the Local Plan. The Council should carefully consider the document's status and its timeframe within the context of the up to date Local Plan. As the document provides guidance only, it is imperative that this is portrayed clearly throughout the document. References to the Site Allocations DPD should reflect its status as an adopted planning document. We support the intention of the residential led approach for the designated London Road Area and particularly support the last paragraph in 2.1 whereby future development will need to <i>'create a more efficient use of land and encourage Two Waters to reach its full potential as a sustainable neighbourhood.'</i> Having undertaken a Topography Study, this shows the levels in Figure 5 to be inaccurate. The levels provide an opportunity to increase the delivery of homes making a more efficient use of the site. The last paragraph in section 2.2.5 should include reference to the review of the Car Parking Standards SPD. Suggested wording for section 2.5.6, paragraph 4 <i>'...to avoid a detrimental impact on surrounding streets. In doing so, careful consideration will need to be given to parking provision and its impact on well-designed, high quality public realm'</i>. 	<p>The viability undertaken for the Masterplan was 'high level' to inform broad site assumptions. Detailed viability will need to be tested on a site by site basis when detailed plans are progressed. We acknowledge that viability will vary for each site.</p> <p>This Masterplan (and further work being completed for the new Local Plan) explore all opportunities to make effective use of suitable brownfield sites and optimising the proposed density of development (aligned to para 1.39 of the Housing White Paper).</p> <p>The Masterplan will be a material consideration for planning applications. Its status is adequately covered within section 1.4. This work will be progressed further through the emerging new Local Plan. Section 1.7 acknowledges that the Site Allocations DPD allocates the National Grid and 339-353 London Road site as proposal H/2. The Masterplan provides a flexible approach (as stated in paragraph 2 of section 6.0: Design Guidance) and does not specify the numbers of homes for each site. The number of homes proposed by developers will need to be justified and tested at the planning application stage. DBC will consider such proposals in the</p>	<p>In key of Figure 12: Safeguarded land to be changed to Safeguarded Land for Infrastructure.</p> <p>Additional wording to section 3.2, bullet point 22:</p> <ul style="list-style-type: none"> <u>Explore</u> lower parking provision to encourage use of sustainable travel modes. <p>Additional wording to section 2.5.6: <u>...to avoid a detrimental impact on surrounding streets. In doing so, careful consideration will need to be given to parking provision and its impact on well-designed, high quality public realm.</u></p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> • The NPPF sets out a core planning principle that local planning policies should encourage the effective and efficient use of land by re-using land that has been previously developed. While the reference that the Two Waters area <i>'would be better suited to a mix of apartment led development with a number of houses to create market choice'</i> (Section 2.6.1), wording should be included that emphasises the need for the Council to deliver the quantum of needed new homes without over reliance on Greenbelt land. • Section 2.6.1, paragraph 3 states <i>'we would expect there be limited current market interest to any significant degree in residential units without dedicated parking'</i>. The words <i>'we would expect'</i> are misleading and not based on any evidence. • Our research indicates that purchasers of studio and one bedroom homes do not consider a parking space as being a requirement for sale. Text stating <i>'we would expect...without designated parking. The exception to this would be in respect of development in close'</i> should be deleted and changed to <i>'there may be some limited market interest for a degree of residential units to be without dedicated parking. This would be dependent on type and size of a home and proximity to Hemel Hempstead Station where a reduced car parking provision near the town centre could be considered,'</i> • Section 2.6.2 'Masterplan Guidance Viability Assessment', paragraph 3 makes reference to viability analysis which has been undertaken to underpin provisions in the study. The former uses (and remediation) of the Gas Holder Site makes viability a key issue. The NPPF (specifically paragraph 173) makes it very clear that Plans should be <i>deliverable</i> and have regard to <i>viability</i>; in particular, that sites should not be 	<p>context of relevant national and local policy and guidance documents and site specific issues.</p> <p>DBLP Policy 10 is saved and is considered broadly consistent with NPPF. Its objective to secure sustainable development is applicable in this instance.</p> <p>Figure 5 is based upon Ordnance Survey mapping and is accurately reflected across the Two Waters Area.</p> <p>The Masterplan seeks to guide growth over broad areas of development opportunity. We acknowledge that in reality parcels of individual sites may come forward (as per Proposal H/2 in the Site Allocations DPD). The 123 list is based on information available at the time the CIL was adopted. We accept that the CIL will need to be updated, particularly as we progress a new Local Plan.</p> <p>While the wording in the vision has changed (since the earlier version), the commitment in the Masterplan to residential led mixed use development remains.</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>subject to policy burdens that threaten viably. The design aspirations for the Site 2 (including height guidance) are considered to be unduly prescriptive, would hinder viability and ultimately the delivery of homes on the site.</p> <ul style="list-style-type: none"> • We consider the viability evidence to have a number of flaws: <ul style="list-style-type: none"> ▪ An assumption that all units will be 105 sq.m. ▪ The applied density is considered too low for a centrally located brownfield site (the lowest density of all the sites). ▪ An allowance of £5m has been made for abnormal costs for Site 2. We anticipate that this figure will be significantly higher, especially as high pressure gas infrastructure will need to be re-provided within the site. ▪ Build costs are considered to be low given the emphasis we place on good place-making and landscape led development. • Welcome last paragraph in section 2.6.2 referencing viability, although this should be reference alongside the need to maximise and make best use of brownfield land. • The weaknesses and constraints (section 3.1) are generally supported including reference to <i>'the contamination in parts of the study area'</i>. However previous text noted 'the southern part of the Study area and its impact on development viability'. This text should be reinstated given the unique characteristics and constraints of regenerating a former gasworks site. • Figure 12: suggested that this wording is altered to <i>'Safeguarded Land for Infrastructure'</i>. • Contribution made by brownfield sites to DBC's 5 year housing land supply could be emphasised. 	<p>The statement in section 2.6.1 only seeks to reflect the common approach that the majority of new homes are provided with dedicated parking. There are very few examples of car free development in the Borough. If lower (or no parking) is to be pursued then this will need to be justified in each case.</p> <p>The 2nd paragraph in Section 2.6.1 refers to a mix of apartment led development with a number of houses. The approach in section 6.2.1 is consistent with this.</p> <p>We acknowledge the need to check the building heights mentioned for sites/areas to ensure consistency across the Masterplan (figures 16, 19 and 23 and paragraphs 5.1.5 – 5.1.10).</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> • Bullet points 4 and 22 referring to lower parking provisions are fully supported, although are contradicted in other areas of the document. • Figure 13: Site 2 should be split into two individual sites so that the Masterplan fully accords to the Site Allocations DPD. • The proposed vision (section 4.1) differs to the first draft of the masterplan which stated the Council’s commitment to achieving a <i>‘thriving well connected sustainable neighbourhood’</i>. This has been replaced with: <i>‘Two Waters area will become vibrant mixed use neighbourhoods’</i>. It should be clear that the neighbourhoods will be residential led regeneration in line with Objective 3. • We are in general support with the objectives set out in the Document. In relation to Objective 3 (‘Provide Residential-led Mixed Use Development’), it is suggested that further emphasis is placed on the actual delivery of housing numbers (aligning to the Site Allocations DPD). This appears to conflict with the overall Vision to deliver “vibrant mixed use neighbourhoods’. • Section 5.0 (Overarching Guidance) states that ‘the guidance ensures that <i>‘a range of development forms can be accommodated’</i>; however, section 5.1 and section 6 is overly prescriptive and would not allow for this. • Text contained in 5.1.5, 5.1.6 and 5.1.8 unduly restrict the study area up to 6 storeys and that any level above G+2 to be set back. This blanket approach across contradicts text set out in 5.1.7 and 5.1.9, which references a mix of building forms and references the benefit made from the varied topography of the area. The approach is contrary to the Site Allocations DPD (350 homes), does not take into account specific constraints or opportunities of individual sites or consider viability matters. A more bespoke approach to 		

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>heights and a flexible height strategy should be considered. Wording relating to the need for full views analysis and could be added to the guidance document itself.</p> <ul style="list-style-type: none"> • Figure 16 sets out a predominant 3 storey 'limit' across the former gas works site which is contrary to paragraphs 5.1.5 – 5.1.10 and is not justified. The approach to heights as set out in figure 19 is unduly onerous. No evidence of the viewpoint positions has been given, nor has any TVIA been undertaken. • We fully support the encouragement of more sustainable forms of transport (section 5.2). Reference should be made to any infrastructure already included in the Council's CIL Regulation 123 List. • We fully support the flexible approach in paragraph 4 of page 52. However, the flexibility highlighted here contradicts provisions as set out earlier in the document. • Paragraph 6.2.1 states that development will comprise a variety of 1-4 bedroom houses and apartments. This is contrary to paragraph 2.6.1 which emphasis the need for flatted developments. It is suggested that wording within 6.2.1 reflects a steer to flatted development. This should refer to the abnormal costs associated with the redevelopment of site 2 and to its former use and issues concerning site viability. • Figure 23 shows a predominant height of 4 storeys across the site and a small area indicating heights of 6 storeys. There is no specific regard to varying levels/topography on site 2. This Plan should suggest heights are indicative and subject to full site and design analysis as part of the planning application process. There are a number of discrepancies within Figure 23 including: 		

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> ▪ The proposed railway buffer zone is misleading and located in the wrong place – it should be adjacent to the railway. ▪ The indication of Public Open Space at ‘12’ should be changed to ‘Green Corridor’ ▪ Safeguarded Land needs to be re-labelled to ‘<i>Safeguarded Land for Infrastructure</i>’. ▪ Proposed vehicular route running west to east through the site is questioned. ▪ There is no evidence to uphold established viewpoints across Site 2. 		
<p>Thames Water</p> <ul style="list-style-type: none"> • Thames Water requires further information on the scale and phasing of development in order to understand the potential impact on their processes and the sewerage network. As such Thames Water are keen to work with the Council to advise on waste water infrastructure issues as more information becomes available • The developments demand for sewage treatment and sewerage network infrastructure both on and off site and can it be met • The surface water drainage requirements and flood risk of the area and downstream and can it be met. 	<p>Hertfordshire have commissioned a Water Cycle Study to better understand the relationship between development and the water environment around the county, by examining the potential impacts of future growth on the main aspects of the water cycle. This considers such aspects on a 'local' and 'wider than local' level for scenarios at 2021, 2031 and 2051. This work has involved a number of different Local Authorities and stakeholders. This Water Cycle Study is due to be completed this year and will form part of the new Local Plan evidence base for Dacorum Borough Council. Further work may be necessary to complete a Stage 2 report, but this will not be known until the Stage 1 work has been completed.</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
	Thames Water and DBC are in discussions over whether appropriate levels of infrastructure could be made for the proposed levels of growth. We will continue such discussions as the new Local Plan emerges.	
<p>The Box Moor Trust (landowner)</p> <ul style="list-style-type: none"> • Concerns over use of plot ratios rather than numbers of homes proposed per site • Concern over proposed inclusion of active frontages within Sites 3 and 4 do not represent a financial viable proposition. Consideration should instead focus on how best to develop these frontages for residential use. • Further consideration should be given to expanding existing primary schools. Costs should be accounted for within viability assessments. • The canal, the railway and the A41 bypass have already taken large chunks of the Trust's land over the centuries and we are understandably worried about discussion on road widening on Two Waters Rd and the London Rd. • The Trust land is at the core of a cohesive approach to the future of Two Waters gateway and the Board is, within reason, enthusiastic to help see the Council's vision achieved. In terms of our long term sustainability, the Plan process conclusions are crucial to us. This latest information, if studied carefully, seems to suggest that construction height and housing unit projections on our land at B&Q and at Two Waters East might substantially affect the development potential and attraction for housing, especially if we provide 35% social housing. As an organisation with the wellbeing of our 100,000 residents at heart we might be in a position to help achieve local targets and thus give local 	<p>Noted. The Masterplan will be a material consideration for planning applications. This work will be progressed further through the emerging new Local Plan, which will seek to carry forward relevant principles and allocate development sites. The Masterplan provides a flexible approach (as stated in paragraph 2 of section 6.0: Design Guidance) and does not specify the numbers of homes for each site. The number of homes proposed by developers will need to be justified and tested at the planning application stage. DBC will consider such proposals in the context of relevant national and local policy and guidance documents and site specific issues.</p> <p>Securing active frontages at ground level is accepted as good practice urban design principles. It is likely that we would seek flexibility over the type of uses to ensure they appeal to the market.</p> <p>It is important that there are sufficient school places to accommodate new</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>young people a chance to find housing, but the current allocation of units may not swing the balance from commercial rent potential to housing rent potential. We would hope that the distribution of building heights and numbers will be more flexible because, at present, this new information suggests that the Old Gasworks site and the northern end of Two Waters Rd may have a better development potential.</p>	<p>development. We will be guided by ongoing advice from the County Council regarding how best to meet future school needs, be this expanding existing schools or providing new schools.</p> <p>The Masterplans does not envisage any significant new road schemes. We would anticipate that these would generally involve junction/capacity improvements to the local road network and some new pedestrian/cycle routes. We will be guided by advice from the County Council on the requirements for and nature of these improvements.</p>	
<p>Boxmoor & District Angling Society (tenants on Durrants Hill Lakes, leased by DBC) (also received from Michael Heylin)</p> <ul style="list-style-type: none"> • Timing of consultation clashes with ‘summer holidays’ which is not best practice. Interested parties unable to respond in limited time period. • Questions have been phrased to obtain positive responses. • Two Waters area has its own special character with diverse natural wildlife structures to the area, from open moors, unused land to mixed waterscapes. The Council should be seeking to protect this special environment (section 1.2). • Most traffic though Apsley is going to or from the retail parks and small industrial estates on which many small businesses start, grow and develop. These retail parks draw footfall away from the traditional shopping area of Hemel Hempstead. 	<p>Noted. Our Statement of Community Involvement sets out how the Council will consult on planning policy documents. Where possible we exceed these requirements with the aim of engaging and receiving resident’s views. For masterplans, we would normally consult for at least 4 weeks but this was extended to 6 weeks to account for the summer holidays.</p> <p>The Local Planning Framework (predominantly made up of the 2004 Local Plan, Core Strategy and Site Allocations DPD) seeks to identify and protect areas with special character in Dacorum. The</p>	<p>Add wording to section 1.2: ... development. The opportunities are focused around improving public transport and promoting a mix of housing led mixed-use development, which <u>enhances the existing and natural environment</u> promote public transport and sustainable transport networks to ease traffic congestion, <u>supports</u> high quality urban design...</p> <p>Add wording to Section 1.5: The moors, Grand Union Canal and the River Bulbourne provide valuable opportunities for</p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> In the planning context (section 1.7), there is no planning guidance for developments with proximity to waterways, rivers and canals. The Study Area (section 1.5) includes no evidence to justify that industrial land, large retail units and significant transport infrastructure detract from the area's character and restrict movement. Apsley retailing (and industrial units) is supported by large weekly shops or purchases of high value items, which will continue to support the use of private transport. Queuing along London Road is associated with travel to the retail parks. Planning decisions in recent developments have restricted off road parking allocation causing on road parking issues. Parking standards lead to on street and footpath parking. North End Farm is an example where this occurs. Durrants Hill car park is rarely busy, although public parks on street in locality. Suggestion to consider free off street parking. Regional and local context - the Two Waters area refers to 2 distinct community areas. Original industrial areas (Apsley and Maylands) have been encroached by residential development and these do not make good places to live. Housing targets should not 'trump' good place making. Site 2 (National Grid site) is seriously impregnated by pollutants. The area is not made up of neighbourhoods, Two Waters, Apsley and Boxmoor are separate distinct areas. Early recognition of the differing needs of Apsley and Boxmoor may result in an improved vision for the two areas and better outcomes. Proposed primary school site is not ideal location – next to wildlife zone and subject to regular flooding. Negatively 	<p>Two Waters Master Plan provides more local guidance to these overarching policy documents. To ensure comprehensive development occurs, further site specific masterplans may be progressed to support the new Local Plan.</p> <p>Planning applications are determined against the Councils adopted parking standards (currently in Appendix 5 of the 2004 Local Plan). These will be updated through revised parking standards.</p> <p>DBC Development Management team consult the EA, Canal and River Trust and Hertfordshire County Council (as the Lead Local Flood Authority) as and when necessary (as prescribed by national legislation). This will include when developments are in a defined proximity to waterways, rivers and canals; within flood zones 2 or 3 or are major development with surface water drainage. Some proposals will be required to submit a drainage strategy as part of the planning application process.</p> <p>We recognise that on street parking is occurring within the area, parking restrictions can be used to alleviate commuter parking in residential areas. Car parking charges or levels of car parking</p>	<p>recreation and biodiversity, whilst industrial land, large retail units and significant transport <u>strategic, high volume roads infrastructure detract from</u> <u>dominate the key gateways into the area's, detracting attention from its character and restricting walking and cycling movement through the car-led environment.</u></p> <p>Reference to residential neighbourhoods to be changed to residential areas on figure 12. Remove wording from section 4.1 (vision): The masterplan area's neighbourhoods will celebrate</p> <p>Change wording on page 48: Create gathering space that can become the <u>areas</u> neighbourhood's heart.</p> <p>Change wording on section 6.2, site 2: A new walkable green residential <u>area</u> neighbourhood</p> <p>Change wording on section 6.3, site 3: A new waterside residential <u>area</u> neighbourhood</p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<p>impacts on Sunnyside Rural Trust. The site has flooded twice in the last 7 years.</p> <ul style="list-style-type: none"> • Existing employment opportunities alongside railway line are there as it is unsuitable for family housing (due to noise and pollution). • Built development should not dominate existing landscapes as light pollution can affect waterscapes and open spaces, therefore damaging the environment for wildlife. • Durrants Hill Lakes to be used by 1st Apsley Scouts for water based recreation and there are plans to run water sports, angling coaching and educational courses (so value as an ecological facility). • EA confirm that the canal poses a flood risk in the area. EA flood maps not reflective of flooding on the ground. The risk of flooding on these sites is directly associated with rainfall and the amount of water falling on and stored in the chalk aquifers of the hills at Bennetts End and the maintenance of the flood relief channel to prevent flooding of London Road Apsley. The abstraction regime reduces river flows considerably (so no serious flood since 1950/51). • The flood step weir at Durrants Hill Lakes is inaccessible (located within EA's locked gates) which has resulted in a succession of floods. The weir collects excess water from the River Gade and diverts it into a flood relief channel heading towards Kings Langley lake. Thames Water has the main flood drain under the town and the Kings Langley Lake listed on its asset register but not the Durrants Hill system. The Council has failed to encourage Thames Water to take responsibility of the structure. The town drain design needs modification to avoid under capacity, with more extreme weather events forecast. 	<p>provided at the stations car parks are commercially led decisions which planning has limited, if any, influence over.</p> <p>There is very high housing need within Dacorum – indicated by a current assessed 'objectively assessed need' (OAN) figure of 756 homes per annum (17,388 over the 2013 – 2036 period). The new Local Plan process will ultimately set the housing target for Dacorum up until 2036.</p> <p>We recognise that site 2 has contamination issues which will need to be resolved.</p> <p>A decision on the future use of the nursery site will be made at a later stage following the outcome of DBC and HCC's discussions regarding new school places. Any development coming forward would need to go through the appropriate assessments and consultations during the planning process. DBC and HCC will undertake further assessments and feasibility studies regarding the educational provision. The Masterplan allows for flexibility on this.</p> <p>If necessary, assessments will be undertaken for the sites as part of the pre-app process. These assessments will provide evidence on the impacts (if any) on flood risk, ecology and other strategic</p>	<p>Change wording on section 6.4, site 4: A new mixed use town centre <u>area</u> neighbourhood</p>

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
<ul style="list-style-type: none"> • Tow paths are an asset of the Canal and River Trust. Hard surfacing of the pathways is not wanted by boaters, but surfacing is not designed for speed and volume of cyclists. • Support recognition that frequency of service can be a limiting factor to use of public buses. Education campaigns and signing on rear of buses can aid bus timetables/ frequency through reduced wait times to re-join traffic flows. • Increasing the capacity at the stations for parking will reduce commuter parking in Boxmoor and Corner Hall. This limits opportunity public can make to visit the moor. • If the Council invest in the public realm, this will encourage business people to make the necessary investments in service provision. DBC spend on capital structures, but do not hold the revenue to maintain these structures. This will affect landowners and leaseholders willingness for such structures on their land – as the responsibility for and maintenance of the structures should be provided by DBC. • The land to the east of Two Waters Road and north of London Road holds one of the last remaining areas of wet woodland in Hertfordshire. No doubt it could be visually improved but it would then cease to be wet woodland, provide the habitats which are in existence and feed the surrounding area with wildlife. Successive inspections and surveys by conservationists, Herts & Middlesex Wild Life Trust and the council’s own contractors have highlighted the importance of this ecological feature. 	<p>considerations. DBC Development Management team will consider these assessments and consultee responses (such as the Environment Agency) before determining any application. The Council plans to produce a Strategic Flood Risk Assessment to support the emerging new Local Plan. Concerns over the accuracy of the EA’s flood mapping have been brought to the attention of the EA by DBC. Concerns can be raised directly with the EA as well, to understand if further work can be undertaken to improve its accuracy.</p> <p>The environmental impact of new exterior lighting will often be a material planning consideration for planning applications. Appendix 8 of the 2004 Local Plan details these key considerations. Other interested parties are able to raise their concerns over as light pollution and its effect on wildlife in waterscapes and open spaces as part of any planning application.</p> <p>EA are trying to establish ownership of the flood step weir at Durrants Hill Lakes.</p> <p>The Council has committed to investments in the public realm in Hemel Hempstead, examples include the Watergardens, Maylands Avenue, Phoenix Gateway sculpture at Maylands, the Old Town and</p>	

Comments received from Stakeholders	DBC response	Proposed changes to Master Plan
	<p>improvements to the Marlowes pedestrian shopping area. S106 and CIL can be used for public realm improvements. Such regeneration projects require supportive landowners and an overarching plan for change.</p> <p>Planning permission has been granted for part of site 3 which sets a precedent for further development in that area.</p>	

Appendix C: Copy of the Questionnaire



Two Waters Masterplan (6 July to 16 August 2017)

We want to hear your views about the draft Two Waters Masterplan Guidance. All questions should be answered with reference to the Draft Two Waters Masterplan Guidance which has been prepared taking in to account comments from two previous rounds of public and stakeholder consultations and workshops undertaken in November 2016 and January 2017 as well as one to one meetings with key stakeholders. Further details of these consultations are available at www.dacorum.gov.uk/regeneration

Q1 Do you support the 'vision' for Two Waters set out in section 4.1?

- Yes
 No
 No Opinion

Q1a If you selected 'no' to Q1 please tell us why you do not support the 'vision' for Two Waters set out in Section 4.1.

Objectives

The proposed objectives have been developed to respond to the site constraints and opportunities, achieve the vision and shape development principles. They have been refined from early iterations to reflect development of the masterplan.

Q2 Do you support the Objectives for the Two Waters Masterplan set out in section 4.2?

- Yes
 No
 No Opinion

Q2a If you selected 'no' to Q2 please tell us why you do not support the objectives for the Two Waters Masterplan set out in section 4.2.

Overarching Guidance

The Overarching Guidance underpins the Vision and Objectives for the whole masterplan area. The masterplan comprises 3 main strategies:

- Built Environment
- Transport and Movement
- Open Space and Sustainability

It aims to embrace the opportunities available within the area and produce cohesive development schemes in the short and long term. The guidance ensures that a range of development forms can be accommodated. This overarching guidance applies to any development coming forward in the study area.

Built Environment Overarching Guidance

The overarching ambition of the built environment strategy is to 'ensure new development is attractive, well connected, planned and complements the character, design, mix of uses and scale of existing development in the local area'.

Q3 Do you support the Overarching Guidance principles for the 'Built Environment set out in section 5.10?

- Yes
 No
 No opinion

Q3a If you selected 'no' to Q3 please tell us why you do not support the Overarching Guidance principles for the 'Built Environment set out in section 5.1.

Transport and Movement

The Overarching transport and movement strategy aims to promote a step change in travel, encouraging more active and sustainable travel while decreasing car use and traffic congestion.

Q4 Do you support the Overarching Guidance principles for 'Transport and Movement' set out in section 5.2?

- Yes
 No
 No opinion

Q4a If you selected 'no' to Q4 please tell us why you do not support the Overarching Guidance principles for 'Transport and Movement' set out in section 5.2.

Open Space and Sustainability

The overarching open space and sustainability strategy aims to 'Encourage the use of Two Waters' open space and waterways by improving the quality of and access to these areas whilst respecting their ecological and agricultural roles and responding to issues of flood risk'

Q5 Do you support the Overarching Guidance principles for 'Open Space and Sustainability' set out in section 5.3?

- Yes
 No
 No opinion

Q5a If you selected 'no' to Q5 please tell us why you do not support the overarching guidance principles for 'Open Space and Sustainability' set out in section 5.3.

Development Sites Guidance

Four Key Development Sites have been identified within the Two Waters Masterplan Guidance. These specific locations will be the focus of development on Two Waters and deliver transformational and significant interventions to achieve the Masterplan Vision and Objectives. In order to guide future development, the Masterplan Guidance sets out;

- Key proposals
- Design Guidance
- Development Requirements

for each set of Development Sites.

These need to be read in conjunction with the Overarching Guidance which would also be applicable.

Q6 Site 1
Do you support the development site guidance for Site 1 set out in section 6.1?

- Yes
 No
 No opinion

Q6a If you selected 'no' to Q6 please tell us why you do not support the development site guidance for Site 1 set out in section 6.1.

Q7 Site 2
Do you support the development site guidance for Site 2 set out in section 6.2?

- Yes
 No
 No opinion

Q7a If you selected 'no' to Q7 please tell us why you do not support the development site guidance for Site 2 set out in section 6.2.

Q8 Site 3
Do you support the development site guidance for Site 3 set out in section 6.3?

- Yes
- No
- No opinion

Q8a If you selected 'no' to Q8 please tell us why you do not support the development guidance for Site 3 set out in section 6.3?

Q9 Site 4
Do you support the development site guidance for Site 4 set out in section 6.4?

- Yes
- No
- No opinion

Q9a If you selected 'no' to Q9 please tell us why you do not support the development guidance for Site 4 set out in section 6.4

Q10 Do you support the approach to 'Next Steps' outlined in sections 7.1- 7.5?

- Yes
- No
- No opinion

Q10a If you selected 'no' to Q10 please tell us why you do not support the approach to 'Next Steps' outlined in sections 7.1-7.5.

Q11 Do you have any further comments regarding the 'Two Waters Masterplan Guidance' that you have not included in previous section?

- Yes (If 'yes' please specify)
- No

Q11a Comments

Contact Details

PLEASE READ - Important information about your personal details.

This survey is conducted using Snap Surveys. Please note that your comments only will be available for public inspection and therefore cannot be treated as confidential, however comments will be summarised and not linked to a particular individual. If you are representing an organisation your comments may be linked to your organisation and contact details of your organisation will also be available for public inspection. Your comments will be anonymised and shared with consultants BDP who are preparing the Two Waters Masterplan Guidance for the purposes of informing the content of the document.

All data will be processed in accordance with the Data Protection Act of 1998.

Q12 If you wish to be informed on future work with the Two Waters Masterplan Guidance document and when it is adopted by Full Council, please indicate below and leave your contact details.

These details will be held by Dacorum Borough Council. Unfortunately we will not be able to respond to individual comments.

- I wish to be contacted on future correspondence
 I do not wish to be contacted

Q13 Name
Organisation (if any)
Email
Address

Additional Information

If you are happy to do so, please provide us with additional information so that we know that we are reaching everyone.

Q14 What is your age group (in years)

- Under 16
 16-19
 20-29
 30-39
 40-59
 60 and over

Q15 Are you completing this survey as...? (Please select one option only. If more than one option applies please select the one that you feel is most appropriate)

- A resident of the Borough
 A visitor to the Borough
 Local business
 Landowner
 Local Councillor
 National Interest group
 Local Interest group
 Local/National government organisation
 Town/Parish Council
 Developer/house builder
 Planning agent/consultant
 Dacorum Borough Council member of staff
 Other

Please Specify

Q16 Do you consider yourself to have a disability under the Equality Act definition?

- Yes
 No
 Prefer not to say

Thank you for your time in completing this questionnaire.

Following this consultation, comments received will be considered and incorporated where appropriate and, following any amendments, the final Masterplan Guidance will be presented to Cabinet and Full Council for approval at the end of 2017.