

# Hemel Hempstead Station Gateway

## Introduction

### Purpose of the Consultation

Welcome to the Hemel Hempstead Station Gateway Public Consultation. Dacorum Borough Council commissioned architecture and urban design practice Weston Williamson LLP to prepare initial concepts to provide guidance for the future development of the site.

We would like to invite you to help shape the Station Gateway Masterplan and Supplementary Planning Document.

In particular, we would like to:

- Better understand your priorities for the site, particularly improvements to provide better access to more sustainable forms of transport;
- Seek input in to the design of any future development such as what public spaces around the station could look like and the exterior style and materials of new homes and buildings;
- The site is a severely constrained site (see board on Constraints and Opportunities) making it a difficult site to deliver and we would particularly welcome innovative ideas that can help deliver a viable scheme that helps to provide for the needs of the community.

### Project Background

- Hemel Hempstead Station is a gateway to the area and redevelopment of the site presents an opportunity to ensure regeneration is focused around improving public transport, sustainable transport networks and improved facilities for the community.
- Hemel Hempstead Station and its surroundings are identified as a key development site in the Two Waters Masterplan Guidance which was adopted as a Planning Statement by Dacorum Borough Council in April 2018. This site is also identified in DBC's adopted Site Allocations Development Plan as MU/4 Hemel Hempstead Station Gateway, London Road Hemel Hempstead.
- Network Rail, London and Continental Railways and Dacorum Borough Council are now jointly preparing a Station Gateway Masterplan and Supplementary Planning Document (SPD) for Site 1 identified in the Two Waters Masterplan Guidance. This will be a more detailed document and will guide the future redevelopment of land around Hemel Hempstead train station.



Hemel Hempstead Station Forecourt



Hemel Hempstead Station



Boxmoor



View of station from Grand Union Canal



Two Waters Masterplan Guidance

### How to Get Involved

Consultation on the draft Masterplan will take place from Monday 21 May to Sunday 10 June, 2018. During this time the indicative plans, copies of these boards and frequently asked questions will be available at [www.dacorum.gov.uk/consultation](http://www.dacorum.gov.uk/consultation), along with the on-line survey.

Please review the information and let us know your thoughts.

# Hemel Hempstead Station Gateway

## Site Overview

**Summary:** This board sets out the key characteristics of the Station Gateway site, highlighting the heritage assets, topography, station components and facilities.

### Key Site Characteristics

**Summary:** Located to the west of Hemel Hempstead, the site is bound by the main railway line to the south and London Road (A4251) to the north, covering an area of approximately 4.2 hectares.

A significant proportion of the site is taken up by surface car parking - approximately 500 car parking spaces. The site is lined with a number of mature trees both to the east and west. To the west the site is severely restricted by the Roman remains, tree planting and an embankment.

**Rail Services:** Served by Abellio, the station has frequent services running to London Euston, Milton Keynes Central, Tring and Northampton making Hemel Hempstead an attractive commuter town.

**Land Use:** The site is principally formed of three main uses: the station and its transport facilities (car parking, taxi ranks, bus stands), commercial uses (Kwik Fit, The Harvester, Texaco) and private residential housing.

**Connectivity:** Due to its backland nature, both in terms of current use and location, the site is constrained by having limited access points.



1. Pedestrian/cycle route to the railway station across the Moors



2. Employment uses along London Road



3. Station forecourt area



4. Station forecourt facilities - Short stay parking and taxi ranks



5. View to the station from the Grand Union Canal tow path



6. Harvester Restaurant adjacent to the station forecourt



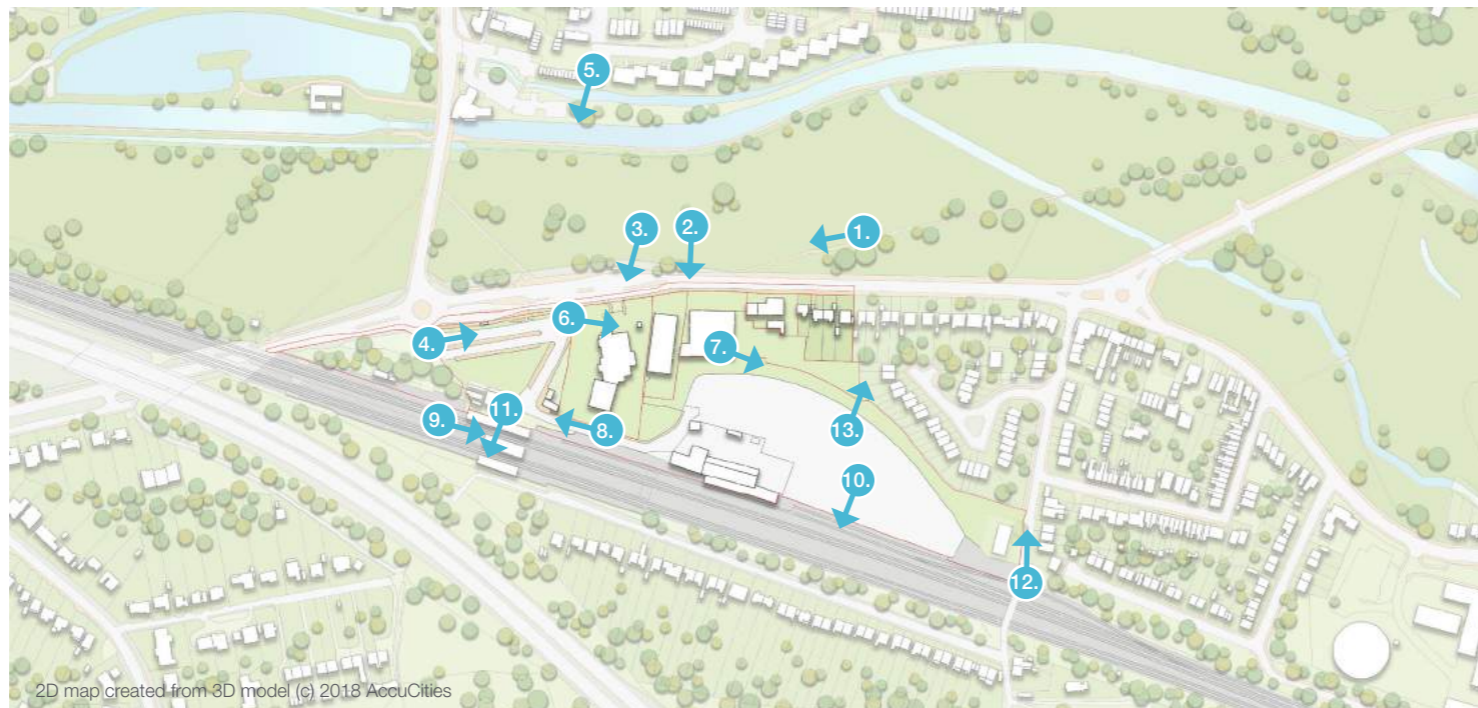
7. Retaining wall and mature trees behind the former Anthony Betts site



8. Access road to station car park



9. Stepped access to platform level



2D map created from 3D model (c) 2018 AccuCities



10. Homes along Roughdown Avenue at higher elevation



11. Station underpass served by lifts



12. Single track width road at Roughdown Road



13. Mature trees provide good visual screening for the car park

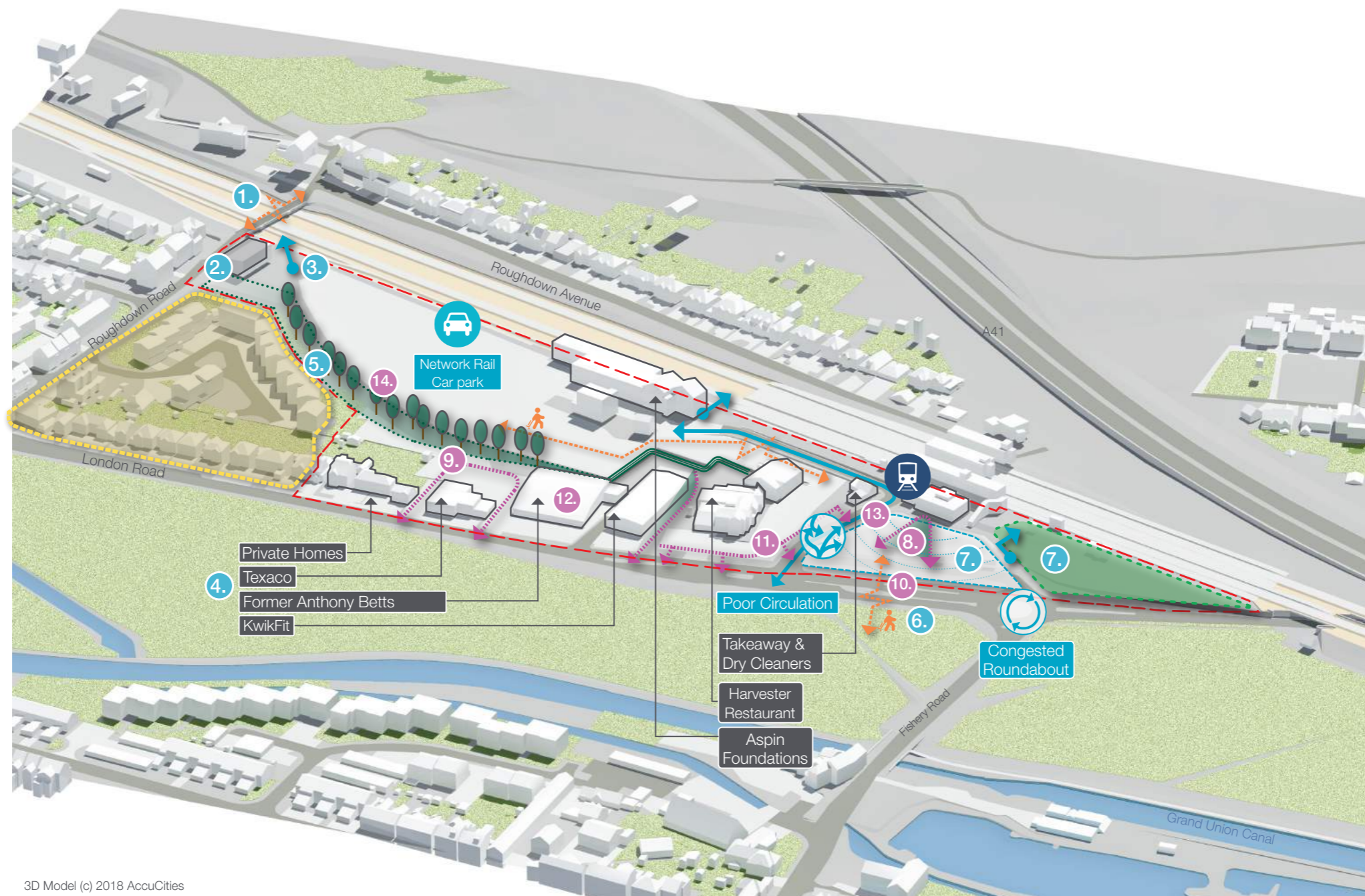
# Hemel Hempstead Station Gateway

## Site Constraints and Opportunities

**Summary:** It is important that the future development of Station Gateway is based upon a comprehensive understanding of the constraints and opportunities facing the site. This board highlights the most significant constraints and opportunities facing the Station Gateway site.

### Site Constraints

1. **Narrow Road**
  - Roughdown Avenue is very narrow and sits at a higher elevation than the Network Rail car park at this point
2. **Development Viability**
  - Land assembly and infrastructure costs are major obstacles for a comprehensive development on the site
3. **Network Rail Access Route**
  - Access for Network Rail service activities to be retained
4. **Multiple Land Ownerships**
  - Multiple land owners within the site make it difficult to bring forward a comprehensive development scheme
5. **Embankment**
  - Wooded embankment and retaining wall to upper Network Rail car park site
6. **Pedestrian Accessibility**
  - Lack of access points for pedestrians from the moors to the station
7. **Roman Remains**
  - Development on station forecourt is restricted by Roman remains
  - Area restricted by archaeology and embankment and needs to be retained for Network Rail's access



### Site Opportunities

8. **Views**
  - The view towards the canal from the station is of particular importance and value
9. **Enhanced Connectivity**
  - Potential for more access roads across the site to ease congestion
10. **Pedestrian Accessibility**
  - Opportunity to create accessible and safe routes for pedestrians
11. **Active Frontages**
  - Opportunity for new active frontages at street level along Station boulevard and London Road.
12. **Redevelopment Site**
  - Opportunity to plan a comprehensive scheme including existing commercial units along London Road
13. **Shared Space**
  - Opportunity for spaces to be shared by different types of transport - pedestrians, cyclists, cars and buses
14. **Mature Trees**
  - Mature trees lining the existing private residential units to the north of the site will allow for natural visual screening

# Hemel Hempstead Station Gateway

## Vision and Design Principles

**Summary:** The vision, design principles and key recommendations set out below for the Station Gateway site are based on the Two Waters Strategic Framework and will be refined in response to community and stakeholder consultation

**Question:** Do you agree or disagree with the suggestions shown below? Please tell us your views.

### Vision

The proposed vision outlines the overarching aspiration for the future of Hemel Hempstead Station Gateway area:

*“Investigate the design and development opportunities for the Hemel Hempstead Station Gateway site, striking the balance between the appropriate mix of land uses and scale of development, whilst satisfying the Council’s design and sustainability aspirations and reflecting the site’s context, current and emerging planning policies, and its role as a major transport interchange”*

### Design Principles

The following design principles have been developed in response to the site constraints and opportunities and to support the long-term vision for the area:

#### 1. Create a Well Integrated Transport Hub

Improve station facilities and re-design the station forecourt area to transform the station into a well integrated transport hub to accommodate increase in station user population. This will encourage journeys made between the station to the town centre and other key local destinations.

#### 2. Let the Nature In

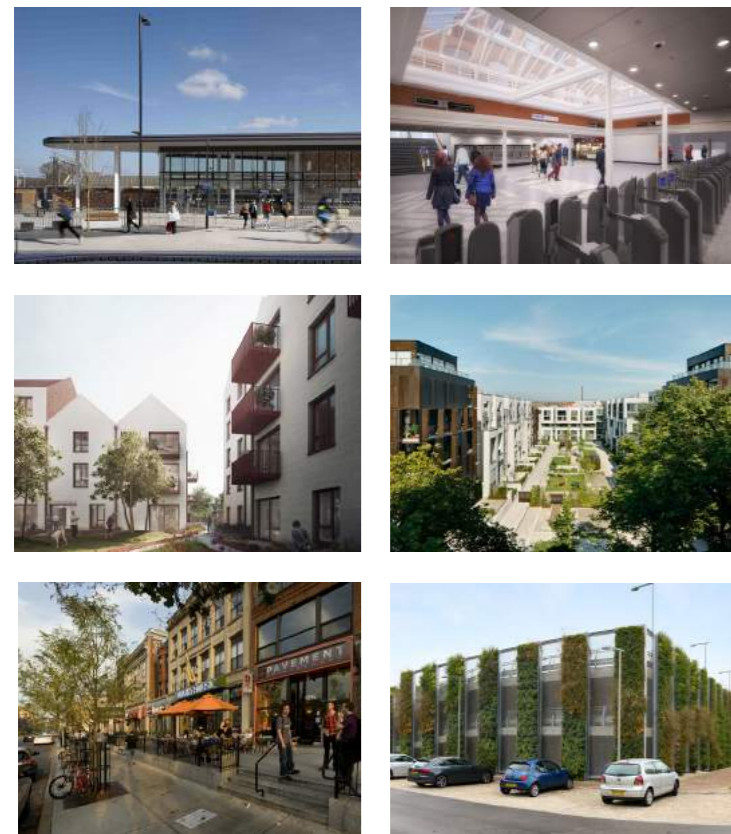
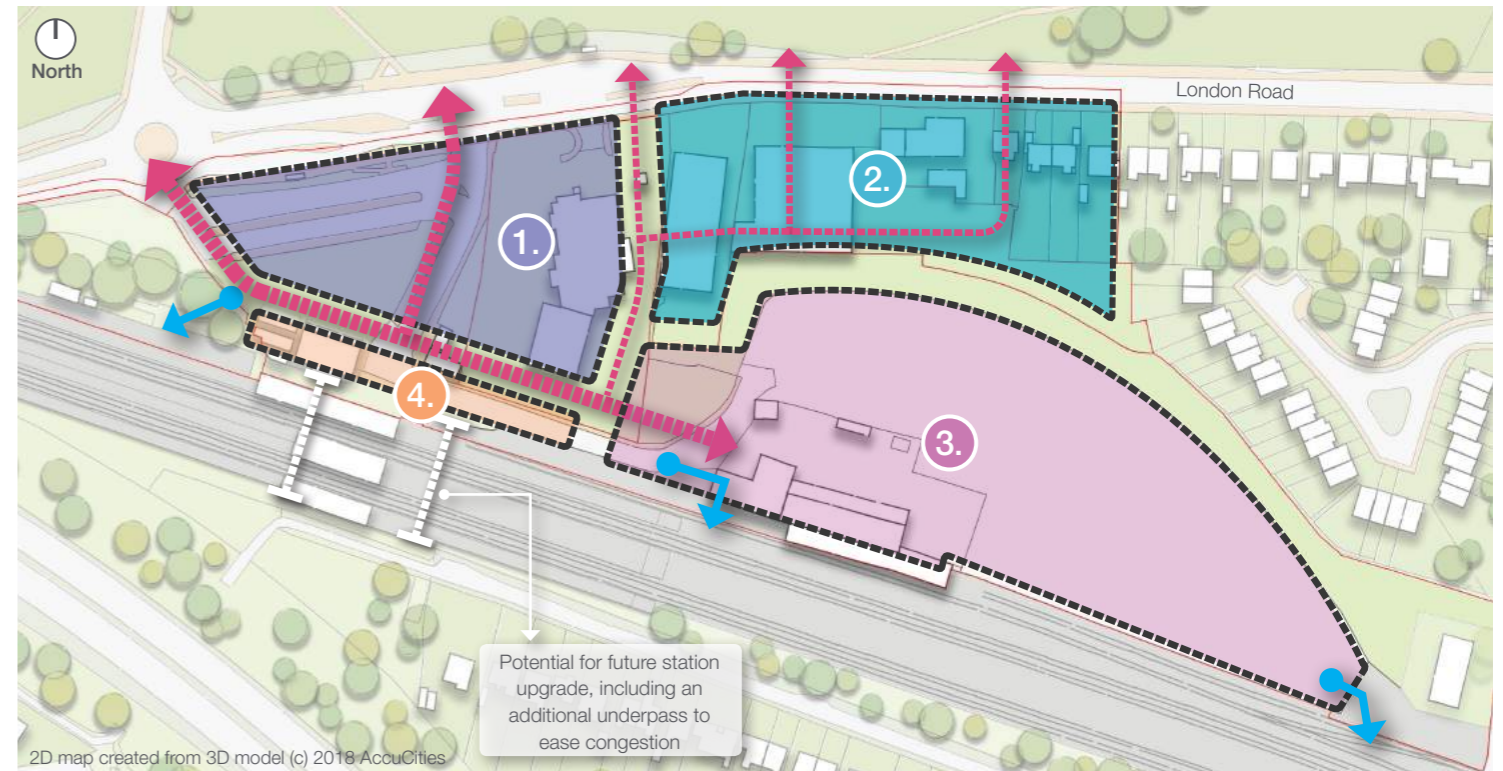
Capitalise on the moors and a network of natural assets in the wider area by opening up the area with new and improved streets, creating high quality and inclusive public spaces and excellent vistas and views into, out of and across the area.

#### 3. Encourage a Sustainable Mix of Uses

Provide a diverse range of viable and employment generating land uses to complement and support the operation of the transport hub. This will improve the experience of both station users and residents from the immediate neighbourhoods.

#### 4. Improve Accessibility and Permeability through a Comprehensive Movement Strategy

Improve access to the site and its permeability by providing safe, accessible and attractive routes that connect the station seamlessly into the surrounding pedestrian, cycle and road networks.



#### 5. Promote High Quality Buildings and Public Spaces

Improve the quality of built forms by providing architectural delight and variety through the use of materials and, where appropriate giving reverence to the existing historic fabric. Future development should also create high quality and inclusive public spaces to support a mixed and balanced community.

#### 6. Promote Local Characters and Identities

Future development should respect and complement the existing mix, building height, scale and historic context to reinforce the local characters and identities.

### Key Recommendations

1. Consider combining the station forecourt and Harvester restaurant sites to provide a mixed use development with medium to high density residential on upper storeys.
2. Potential for a medium/low density residential cluster to support the transition from existing low density housing to future development in zone 1.
3. Area should be retained for parking uses, potential for a light structure decked car park to accommodate future demand (keeping the site flexible for future development).
4. Consider safeguarding the area for potential station upgrade work.

# Hemel Hempstead Station Gateway

## Current Proposals

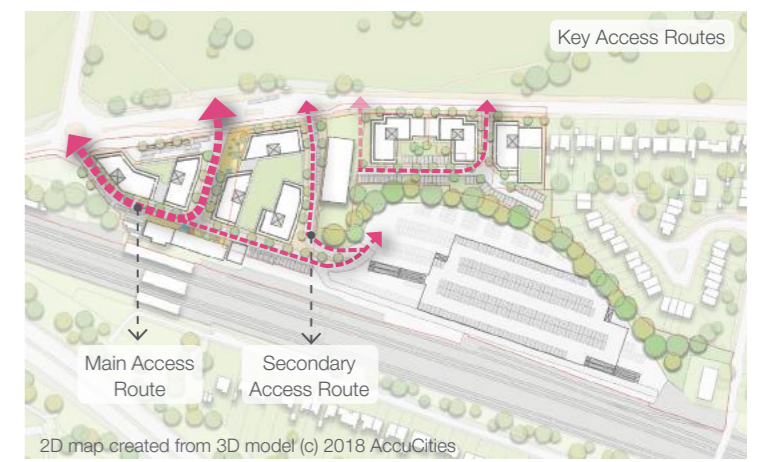
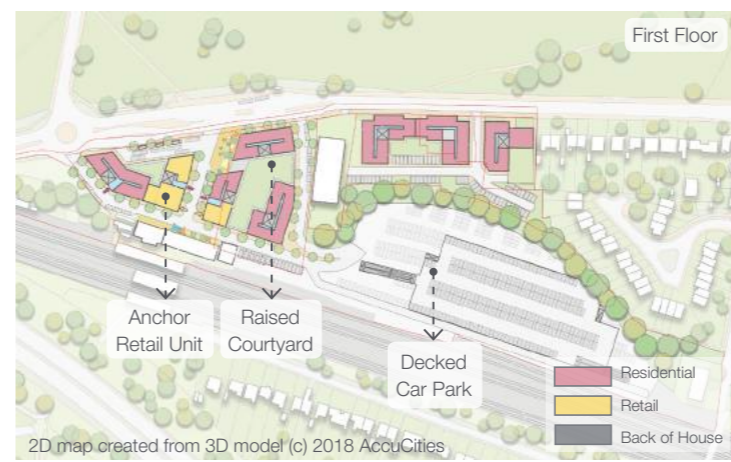
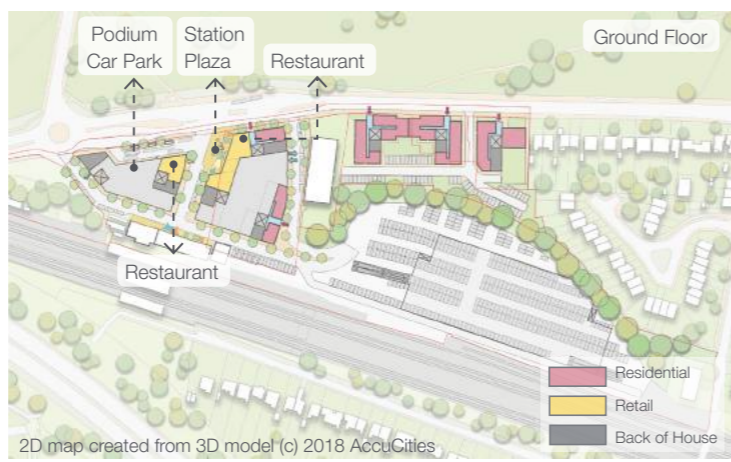
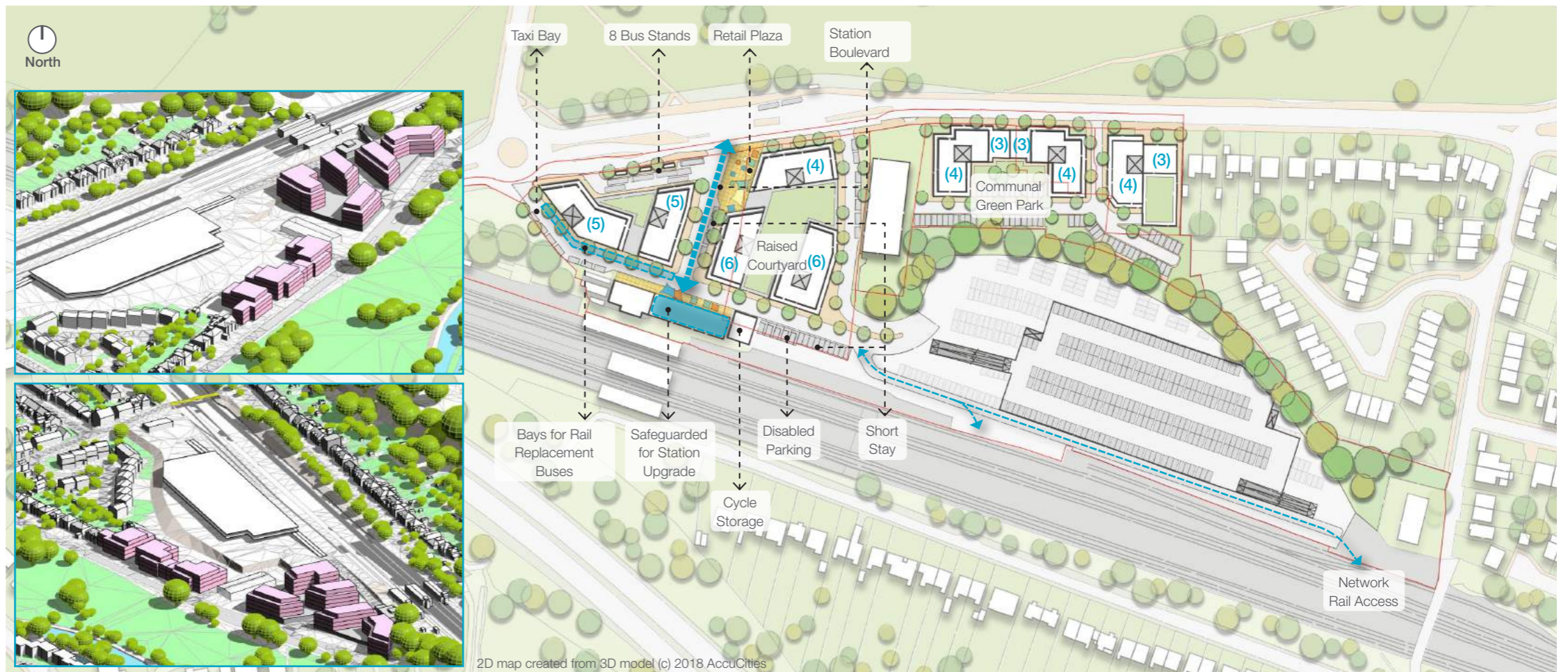
**Summary:** This board presents the initial ideas on design and layout of the scheme by WW+P.

**Question:** Do you agree or disagree with the suggestions shown below? Please tell us your views.

### Summary of Proposed Scheme

- The proposals for the forecourt create a sense of arrival through a new station boulevard and plaza, visually connecting the station with the moors. New access routes give pedestrians and cyclists priority, and improve traffic flow across the site.
- Development will come forward in phases, with two main components:
  - Station forecourt and Harvester restaurant area
  - Land parcels facing London Road
- The forecourt's Roman remains will be secured (preserved in situ or relocated) through a carefully managed design solution.
- The decked car park will provide 800+ spaces over three storeys to accommodate future demand from rail users and other car parking requirements within the site.
- A separate vehicle access to the car park will be added from London Road.
- The mix of housing typologies proposed enables the site to fit more units and create interesting built forms, this helps to create active street frontages.

**Total no. of Homes: 234**



# Hemel Hempstead Station Gateway

## Transport

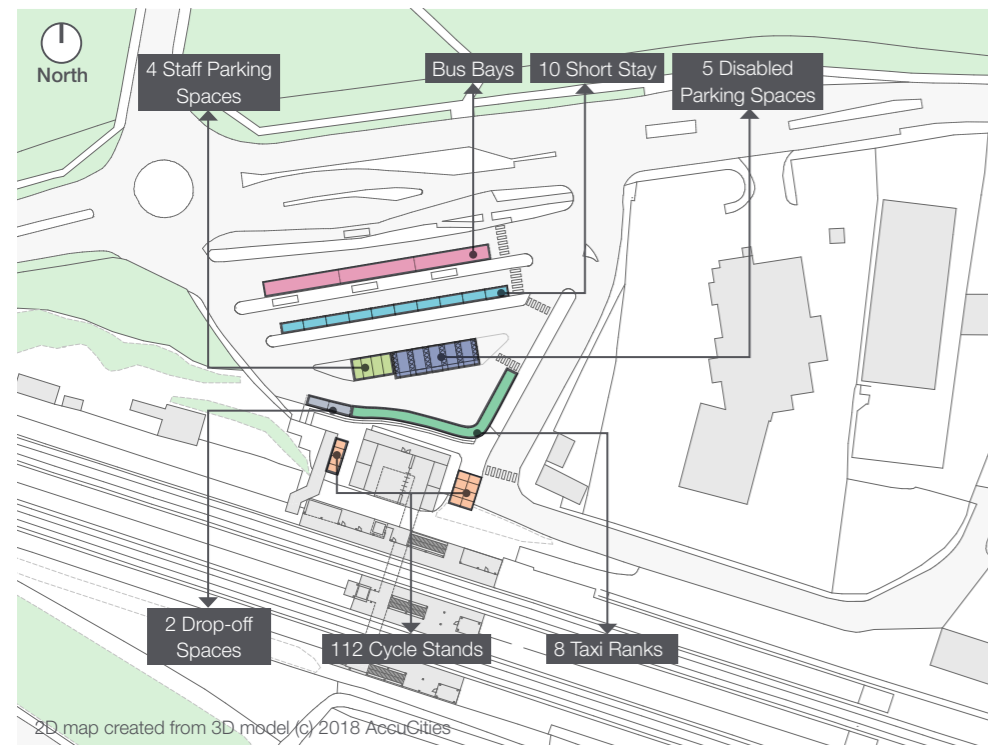
**Summary:** This board sets out the initial ideas for transport strategies of station inter-modal facilities.

**Question:** Do you agree or disagree with the suggestions shown below? Please tell us your views.

### Existing Station Forecourt Arrangement

Summary of existing facilities:

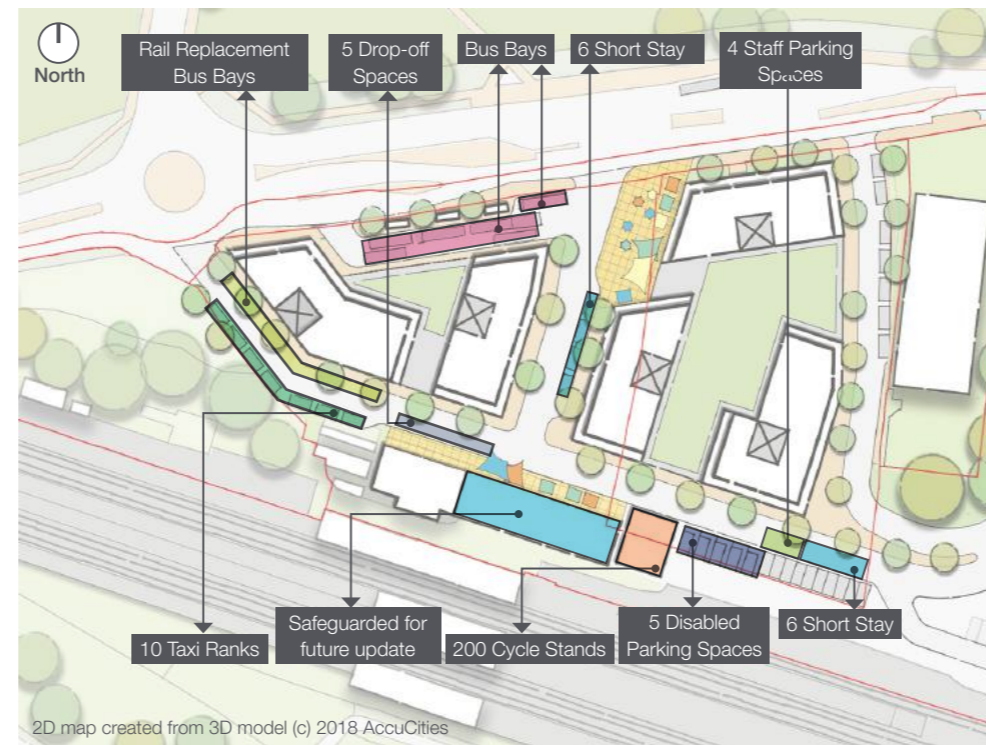
- 4 staff parking spaces
- 10 short stay spaces
- 2 drop-off spaces
- 5 disabled parking spaces
- 112 cycle stands
- 8 taxi ranks



### Proposed Station Forecourt Arrangement

Summary of proposed facilities:

- 4 staff parking spaces
- 12 short stay spaces
- 5 drop-off spaces
- 5 disabled parking spaces
- 200 cycle stands
- 10 taxi ranks



### Circulation and Movement

#### Buses



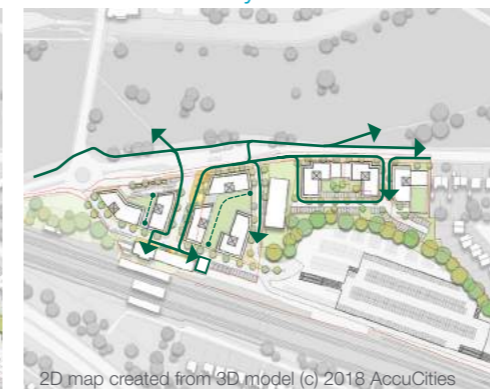
#### Taxis



#### Private Cars



#### Pedestrian and Cyclists



1. Pedestrian and cycle friendly environment



2. A clear and legible sustainable movement network



3. Provide an effective public transport priority network



4. Promote car sharing as a sustainable transport mode

### Proposed Transport Strategy

- Additional taxi ranks, drop-off and short stay spaces and cycle stands. Areas are reserved to accommodate parking of rail replacement buses.
- Development within the station gateway area is complemented by a site-wide comprehensive transport strategy aimed to encourage sustainable transport modes such as public transport, car sharing, cycling and walking.
- A series of secondary access routes are proposed throughout the site, including a separate vehicle route to the station car park to alleviate congestion and accommodate future demand.
- Sharing of car park spaces between different types of users throughout the day and week to make best use of the existing and proposed parking spaces.

# Hemel Hempstead Station Gateway

## Parking

**Summary:** This board sets out one option to increase parking spaces on site

**Question:** Do you agree or disagree with the suggestions shown below? Please tell us your views.

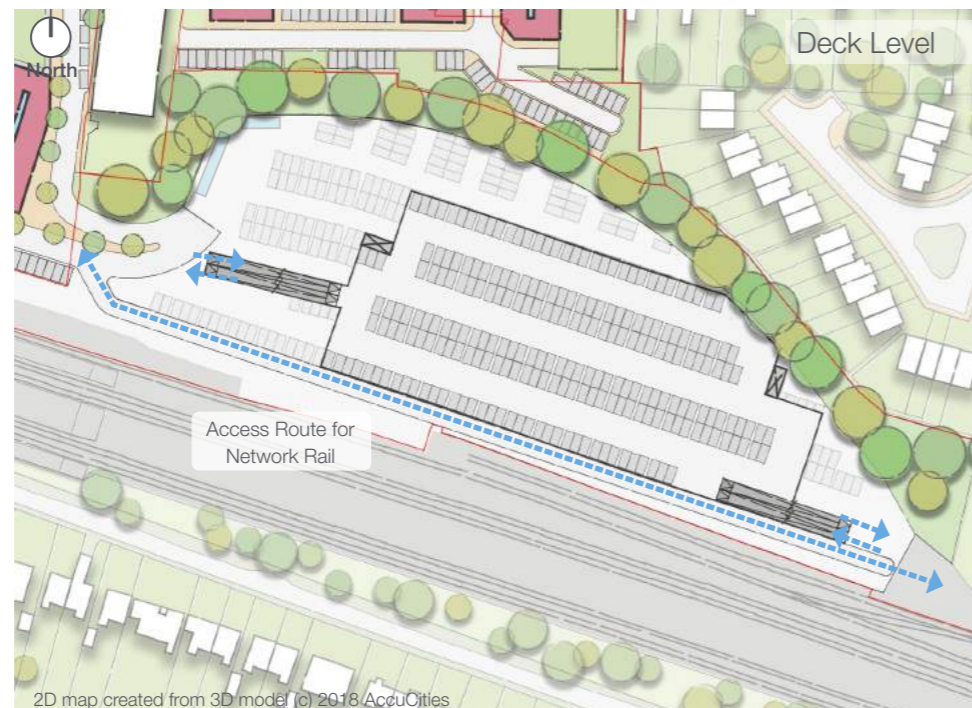
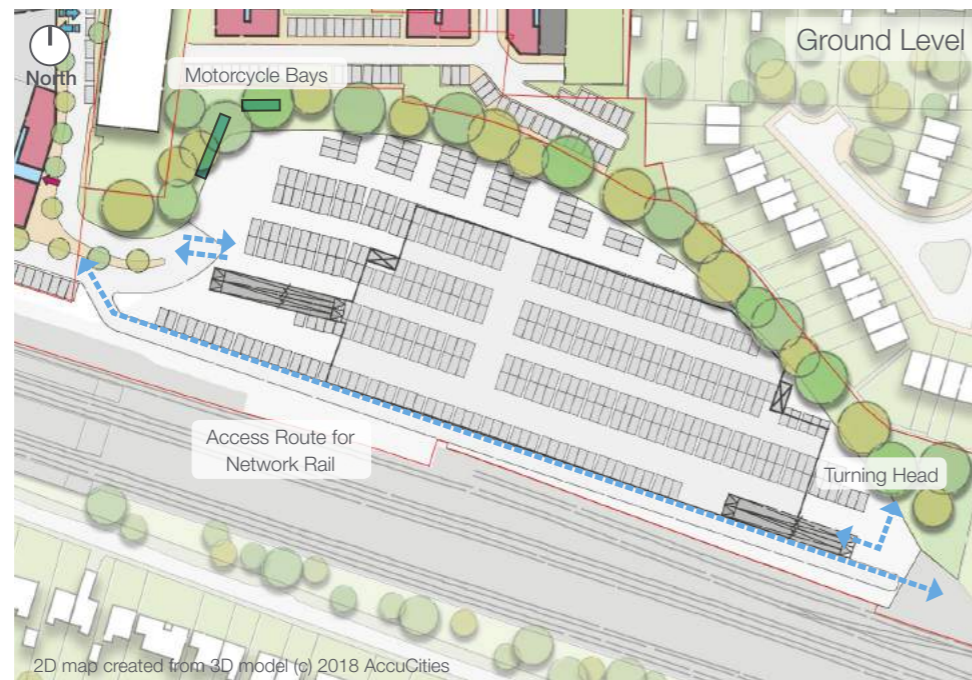
### Projected station car parking demand

- By 2041 the predicted 24% increase in rail passengers will require a total of 862 car parking spaces - which is an additional 365 spaces

### Design Principles

- The design of the car park and lighting scheme will reduce the visual impact from Roughdown Avenue
- Opportunity for a new car sharing club open to residents and rail users, to be located near to the station building
- The controlled parking zones in the surrounding area will be reviewed
- The deck uses a light structure that can be adapted in the future as demand for parking changes
- Massing of multi-storey car park is screened by mature trees and can be wrapped around with a green facade
- Access to the railway line for Network Rail's maintenance vehicles will be retained

### Preferred Option - Ground and Deck Level Plan



### Preferred Option

Our preferred option proposes a 3-storey decked car park (2 deck levels) on the existing station car park site, providing a total of 885 spaces. The structure will be located near the railway, designed with a green facade to limit visual impact and reduce light spillage. The structure will also be screened by mature trees on the embankment.

### Possible Architectural Styles



'Living wall' cladding system



Open facade with aluminium profiles



Artificial green facade



Green facade trellis system



Timber cladding



Green wall vertical cladding



Soft-cladding - wide balustrades to allow grass to coat the exterior of the frame



Steel-framed and column free

# Hemel Hempstead Station Gateway

## Architectural Character

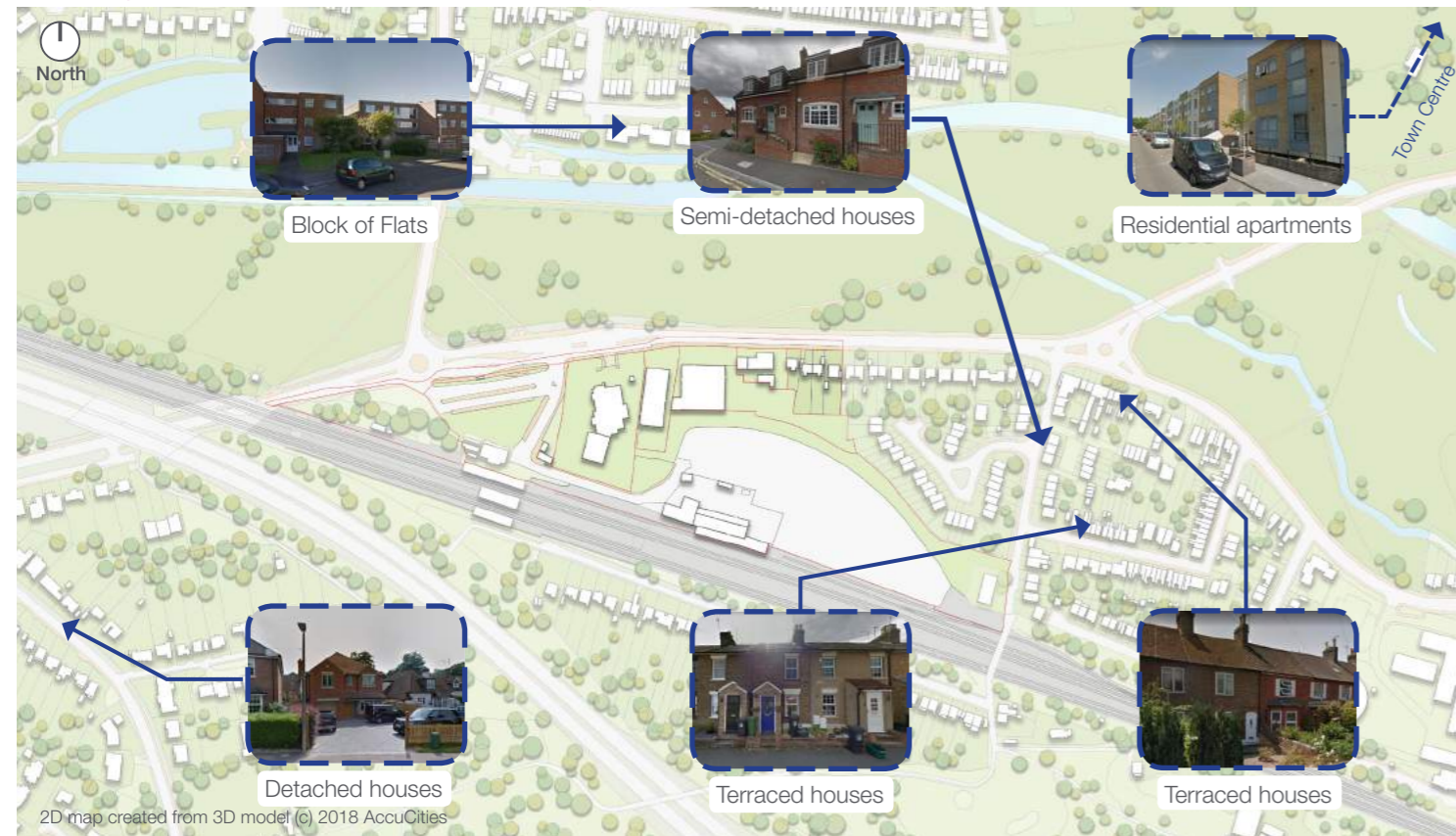
**Summary:** This board sets out the initial ideas for the site wide architectural characters

**Question:** Do you agree or disagree with the suggestions shown below? Please tell us your views.

### Guidelines from Two Waters Masterplan

- Pages 41-42 and 55-56 of the Two Waters Masterplan Guidance sets out guidelines for architectural character on the site. This board sets out more detailed options for possible buildings on the site.
- Below are the key points from the Two Waters Masterplan Guidance:
  - Building heights above three storeys will be set back from the building line.
  - Layout of development should follow a north/south axis to break up the mass of development in views across the moors.
  - Development will create visual interest through a **mix of architectural styles**, including drawing influence from existing character, the use of wood, glass and brick, and contemporary design
  - Development will respect neighbouring residential development to the east in terms of scale and mass of development
  - Medium to large scale development will include a mix of building forms to avoid large or overbearing single volumes

### Existing Residential - Architectural Styles



### Possible Architectural Styles (3-4 storeys)



1. Pitched roof - varied and interesting roofscape



2. Contemporary building with use of glass for more natural light



3. Low-rise buildings along London Road with communal garden



4. Use of brick in keep with existing surrounding buildings



5. Set back from the building line for buildings higher than 3 storeys



6. Pitched roof to ensure more natural light

### Possible Architectural Styles (4-6 storeys)



7. Staggered building height



8. Pitched roof - varied and interesting roofscape



9. A mix of building forms to avoid large or overbearing single volumes



10. Set back from the building line for taller elements



11. Residential buildings with retail frontages



12. Balconies/winter gardens facing the moors

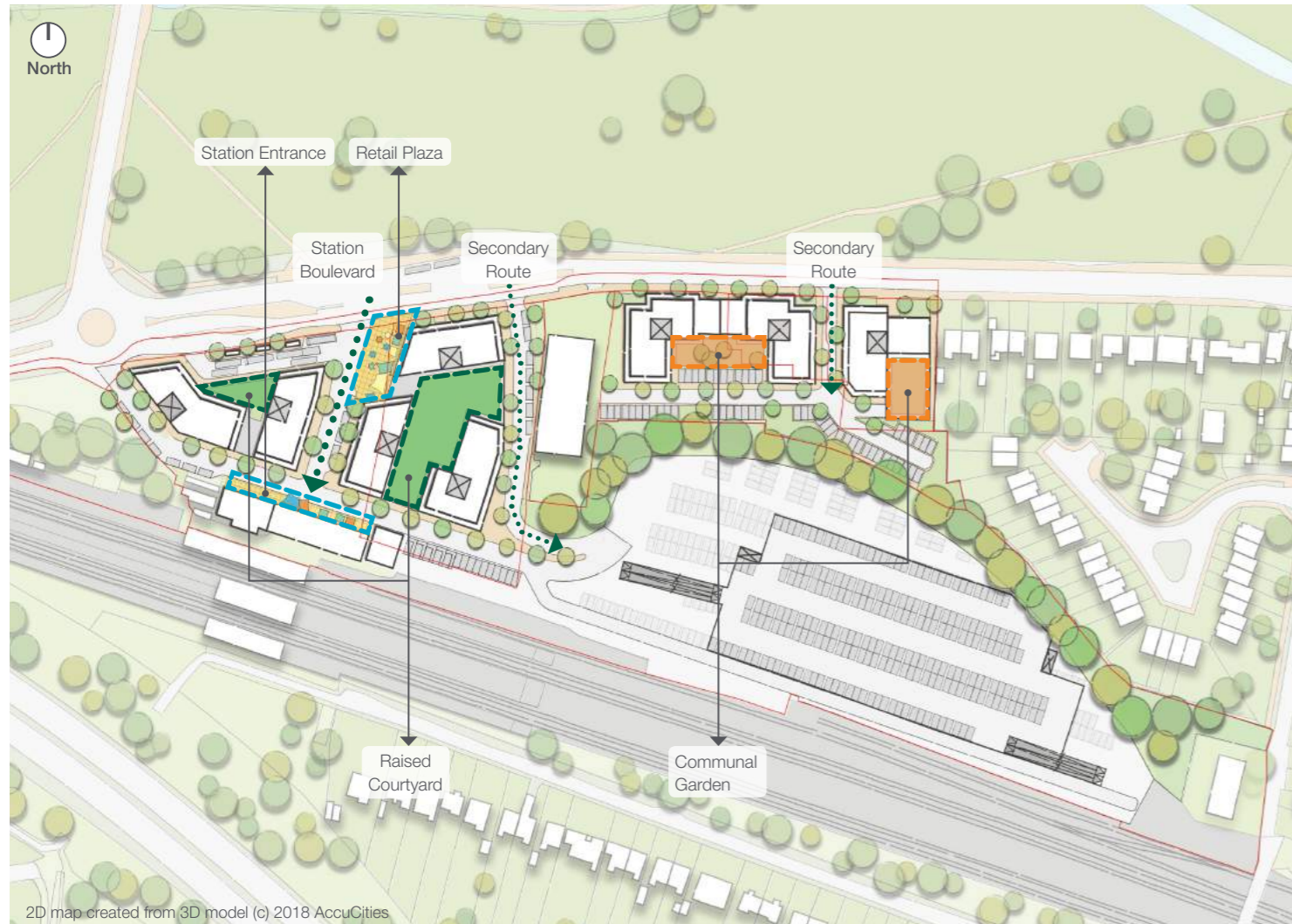


# Hemel Hempstead Station Gateway

## Public Space

**Summary:** This board sets out the initial ideas for the design of public spaces and sustainability principles

**Question:** Do you agree or disagree with the suggestions shown below? Please tell us your views.



### Design Principles

#### 1. Let the nature in

Development should bring nature from the moors into the site, through greenery and street tree planting



#### 2. Create Active Frontages

Frontages should be active and designed to add character to the public areas



#### 3. Open up the area with new and improved streets

Make better connections between the Station Gateway and surrounding neighbourhoods



#### 4. A new station plaza

Introduce new uses on the station forecourt and improve connections to the moors to create a focus for surrounding communities



#### 5. Create a series of public, semi-public and private green spaces

Green spaces designed for different users - of the station, restaurants, and new residents



#### 6. Encourage the use of shared space across the site

Make better use of access routes, with priority to pedestrians and cyclists



### Illustrations of Possible Design Solutions

Station Boulevard

Station Entrance

Retail Plaza

Shared-use Pavement

Private Raised Courtyard

Communal Garden



# Hemel Hempstead Station Gateway

## Facilities and Services

**Summary:** This board sets out the initial ideas for facilities and services that would complement the future development of the Station Gateway area.

**Question:** Do you agree or disagree with the suggestions shown below? Please tell us your views.



### Future Aspirations

- 1. Improve cycle storage facilities (additional stands/security)
- 2. Redesign station gateline to ease congestion at peak hours
- 3. Safeguard area adjacent to existing station for potential upgrade



- 4. Introduce anchor retail tenants along station boulevard
- 5. Improve retail offer within the station (lobby, platform)
- 6. Outdoor seating for cafes/restaurants



### What type of uses would best complement the future development of Station Gateway?

Retail

Office

Community and Leisure



- 7. Introduce separate lanes dedicated for cycling
- 8. Provide car-sharing facilities in the Station Gateway area
- 9. Incorporate other complementary land uses into future development

