

Station Gateway Masterplan Consultation 21st May – 10th June 2018

Frequently Asked Questions

Copies are also available at www.dacorum.gov.uk/regeneration

Two Waters Masterplan

How does the Station Gateway differ from the Two Waters Masterplan Guidance?

The Station Gateway focuses on Site One of the four key Development Sites identified within the Two Waters Masterplan Guidance. The Two Waters Masterplan Guidance outlines key proposals, design guidance and development requirements for each of the four sites (as well as more general guidance for the whole area). The Station Gateway Masterplan provides more detail and will guide the future redevelopment of Hemel train station and adjacent land on London Road. The scheme aims to deliver improvements for rail passengers and other visitors, better public transport services and high quality new homes.

How has feedback from previous consultations influenced the Two Waters Masterplan Guidance?

During the development of the Two Waters Masterplan Guidance, three rounds of consultation were held to seek the views of the public and other interested parties. As a result of the comments received and following further consideration, the anticipated building heights proposed at Hemel train station was reduced from eight to six storeys. The Two Waters guidance anticipates that the majority of development on this site, including those adjacent to London Road is for development of up to four storeys.

The Station Gateway Masterplan has looked at options for how this could be delivered and how the other objectives for the site could be achieved. Key themes from the Two Waters Masterplan Guidance consultation, relating to Site One and the Council's response, can be found in appendix one. The Two Waters Masterplan Guidance and full consultation report is available online at [http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/supplementary-planning-documents-\(spds\)](http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/supplementary-planning-documents-(spds))

What's the next step for the Two Waters Masterplan Guidance?

The Two Waters Masterplan Guidance was adopted as a Planning Statement in April 2018. The Guidance and Full Consultation Statement is available at [http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/supplementary-planning-documents-\(spds\)](http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/supplementary-planning-documents-(spds))

The Two Waters Masterplan Guidance is expected to be adopted as a Supplementary Planning Document when the new Dacorum Local Plan has been developed and is adopted. More information on the preparation of the New Local Plan is available at <http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/new-single-local-plan>

What is Supplementary Planning Documents (SPDs)?

SPDs provide more detailed planning guidance to supplement what is in the Local Plan. They are part of the local planning framework (so a material planning consideration when determining planning applications).

General

What are the Council's plans for the Station Gateway?

A masterplan for the Station Gateway site is being prepared to guide the future redevelopment of Hemel train station and adjacent land on London Road. The scheme aims to redevelop the area to help facilitate improvements for rail passengers and other visitors, to provide much improved public transport services, new improved parking facilities, a mix of leisure uses such as restaurants and cafes, and high quality new homes.

During this consultation further details, indicative plans and frequently asked questions can be viewed at www.dacorum.gov.uk/consultation, along with the on-line survey which will be open from May 21st – 10th June 2018.

What is the purpose of this consultation?

This consultation is to inform the preparation of a masterplan for the Station Gateway. The consultation presents indicative plans which show options for providing new homes and parking provision, suggestions for building styles and materials, and public space improvements for consideration and feedback.

The site is heavily constrained and hence work to date suggests challenges could be faced in bring forward the development. Therefore the consultation also specifically seeks public and stakeholder views on key priorities for the site to ensure that they are included within the masterplan so that the scheme principles are centred on delivery of these priorities. The consultation feedback will play an important role in helping to refine the masterplan.

How do I comment on the proposals?

A three week consultation period is being held from 21st May to 10th June 2018. During this time further details, indicative plans and frequently asked questions can be viewed at www.dacorum.gov.uk/consultation, along with the on-line survey. Please review the available information and let us know your thoughts on the redevelopment on the Station Gateway site. These views will be used to influence the next version of the masterplan.

What are the next steps in the Station Gateway Masterplan process?

After the consultation closes, the feedback will be collated and reported to Dacorum Borough Council's Cabinet committee.

The draft Station Gateway Masterplan will require approval from Cabinet, before undergoing a formal 6 week public consultation. Following the consultation (and any necessary further changes to the masterplan), the masterplan will be submitted to Dacorum Borough Council's Cabinet and Council committees for approval, once approved (it will have been 'adopted' by the Council and so will be used as a material consideration when determining planning applications).

The redevelopment of Hemel train station is identified in the current Local Plan and so this masterplan will provide additional planning policy guidance once it is adopted.

How can I get involved in further rounds of consultation?

If you would like to be told when the masterplan consultation is taking place, please fill in the questionnaire for this round of consultation (and ensure it is received by the Council) before the 10th June 2018 and leave your contact details.

Design

How tall will the new buildings be at the station?

The Two Waters Masterplan Guidance encourages building heights of four to six storeys, which took into account feedback from the consultation process. We recognise that the Station Gateway has a high demand for new infrastructure, such as parking, which has increased build costs and could provide challenges in bringing forward the development. We will endeavour to ensure that the key principles (including building heights) included in the Two Waters Masterplan Guidance are reflected in this Station Gateway Masterplan.

This consultation will help us to identify public and other interested parties priorities. If required, additional external funding opportunities can be sought to address viability issues.

What will the development look like?

This consultation asks what you would like the development to look like. We'd like your input into this Station Gateway Masterplan which will provide principles on the design of the development – such as the exterior style and materials of the new homes, and what the public spaces around the station could look like.

Parking and traffic

Will there be more parking for station users?

We're working with Network Rail and the new train operating company London Northwestern Railway to ensure the number of parking spaces for station users both increases in the short term and is flexible to accommodate any longer term changes in demand. London Northwestern Railway has already committed to add more than 100 spaces to the station car park during the early phase of their franchise period.

Where will new residents and other visitors park?

Car parking spaces for new residents and restaurant visitors is proposed to be accommodated within the site.

We anticipate that living near to the station is likely to appeal to commuters. Transport hubs (which could include and bus or train stations) and town centres are identified in national planning policy as more sustainable locations to live (where it is important to make effective use of existing land through the levels of development proposed).

The Council can consider lower parking levels in such locations and this will need to be tested through more detailed work on the site. Any decisions will need to take into account other matters such as, traffic generation, congestion and on-street parking pressures).

If such an approach was taken – a holistic approach would be necessary to ensure the scheme’s success. This could include a car share club and shared cycling facility which we hope would also be used by residents in Site Two of the Two Waters Masterplan Guidance (named Two Waters / London Road Junction West – this covers the National Grid site up to Two Waters Road junction).

We are working with Network Rail and London Northwestern Railway to identify if there are opportunities as part of an improved station car parking facility for this to accommodate different users. Designated parking areas will be provided for the two restaurants (planned as part of the redevelopment) and short stay parking spaces will be located close to any new retail units.

Dacorum Borough Council is working with Herts County Council, Hertfordshire Local Enterprise Partnership (LEP), Hertfordshire Enviro-Tech Enterprise Zone (East Hemel Hempstead), bus operators and others to improve public transport services and interchange facilities between the railway station and Maylands Business Park to encourage the use of sustainable modes of transport.

How will traffic on London Road be dealt with?

The proposals anticipate new and improved facilities at the station which will seek to encourage the use of more sustainable transport patterns. London Northwestern Railway will be improving the cycle facilities and we are working with bus operators to provide better services to key destinations.

Developers for the site may look for innovative ways to reduce private car ownership at the site. This could include car clubs for new residents. The revised vehicle entrances and exits to the station area aims to reduce queuing on London Road. Further advice will be sought from Herts County Council Highways when planning applications are submitted (which may require more detailed traffic modelling being undertaken).

Other issues

What improvements will there be to the station and its facilities?

The redevelopment provides an opportunity to create a high quality environment throughout with public areas, including a pleasant, accessible and direct route for pedestrians from London Road to the station building. The layout changes aim to make it easier and more convenient to access the car park and use bus/coach services to and from the station. London Northwestern Railway has also committed to improving bike parking at the station.

Dacorum Borough Council is working with Network Rail and London Northwestern Railway to secure funding to improve the station facility.

How will the Roman remains be protected?

Future developers will be required to investigate and safeguard any Roman remains before construction takes place. The Station Gateway Masterplan will also seek to safeguard the site’s heritage.

We will seek advice from Herts Historic Environment at Herts County Council as to the most appropriate way forward.

How will the Moors be protected?

The development of the Two Waters Masterplan Guidance considered the views of residents as well as interested parties (such as the Box Moor Trust). There is a similar opportunity through this consultation to influence the detail of the character of the new homes around the station.

Discussions will be had between the Council and the Box Moor Trust on these proposals.

Affordable housing

Will there be affordable housing?

New affordable housing should normally be provided as part of the scheme. This will need to be considered as part of the package of other infrastructure required as part of the development.

The Two Waters Masterplan Guidance follows the Council's current affordable housing provision (requiring 35% of new homes to be affordable). There may be occasions where the Council needs to consider lower affordable housing provision to ensure the development can be delivered. Levels of affordable housing will need to be tested through more detailed work for this site.

The final level and type of tenure will be considered by Dacorum Borough Council (either as part of the pre-app (where applicable) or during the determination of a planning application). The Council's policy will be the starting point for any discussions and the onus will be for the developer to justify any departure from this.

Existing planning applications

What about existing planning permissions or other speculative proposals including the Lumiere applications?

The Station Gateway Masterplan focuses on the areas owned by Network Rail, Mitchell and Butler (the Harvester), Lumiere Developments (who have previously obtained planning permission for The Beacon) and other landowners.

The Station Gateway Masterplan will set the principles of development which once 'adopted' will be material consideration for all planning applications received.

There will be the opportunity to comment on applications received for development within the Masterplan area as part of the normal planning procedure.

Infrastructure

How will development at the Station contribute towards other new infrastructure within the Two Waters Masterplan area?

Because development creates additional demands on infrastructure, it is logical that developers contribute towards improvements to, or the provision of, new infrastructure. There are a number of mechanisms we use to secure these contributions, including planning conditions, legal obligations and a Community Infrastructure Levy (CIL) charge.

Supporting infrastructure will need to be funded not only from developer contributions but also through investment in new facilities by infrastructure providers, including the County Council and by ourselves. We will seek to maximise the use of external funding

to deliver infrastructure improvements and are open to innovative methods of securing funds (for example Crowd funding).

The CIL is a way of collecting contributions from developments to address the cumulative effects of growth. It is a tariff applied per square metre of new development.

Section 106 is a legal agreement which forms part of planning permission, via which funding can be sought for a wide variety of purposes including affordable housing, infrastructure and sustainable transport.

How to be kept informed of emerging planning policy documents?

We recognise that new data protection legislation will come into force from 25th May 2018.

If you have been informed of this planning policy consultation and would like this to continue – there's nothing you need to do right now. You will hear from us in due course when we inform you of the progress which has been made on planning policy documents.

If you DO NOT wish to be contacted in the future on these matters, then please email or write to us at (including full name, email or home address) in order for us to be able to action your request expediently.

You can also contact us via regeneration@dacorum.gov.uk or on 01442 228000 (asking for Regeneration) or via Regeneration, The Forum, Marlowes, Hemel Hempstead, Herts, HP1 1DN. Please provide your full contact details.

Appendix 1: Key themes emerging from the Two Waters Masterplan Guidance Consultation related to Site 1: Hemel Hempstead Station and Surrounding Area and DBC responses to these

Site 1: Hemel Hempstead Station

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.

A number of respondents welcomed proposals to improve the rail station and surrounding areas and to protect the archaeological significance of the Roman site.

DBC Response

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 draft 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 has taken in to consideration responses to this consultation along with all of the above and reduced the maximum height on some isolated buildings on Site 1 from eight storeys to six storeys. The majority of development, particularly along London road remains as up to four storeys.

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>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>DBC Response</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>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</p>	<p>DBC Response</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.</p>

<p>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 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>DBC Response</p> <p>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> <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</p>
---	--

<p>Concerns were raised regarding the safety of shared cycle/pedestrian routes.</p>	<p>any potential on street parking issues that could come forward as a result of unplanned development.</p> <p>DBC Response</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>
---	---