

Two Waters Strategic Framework

Report Appendix

November 2015







This report is an appendix to the strategic framework for the Two Waters area, south of Hemel Hempstead town centre. It sets out the results of the consultation workshops that were used to inform the final recommendations.



Feria Urbanism is a planning and design studio that specialises in urban design, urban planning, neighbourhood strategies, public participation and community engagement. Established in 2007, we have been involved in a diverse range of planning and design projects across the UK.

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First Workshop

13th May 2015

Task 01

What are the main challenges facing the Two Waters area today?

Workshop participants were asked to identify the main challenges facing the Two Waters area today.

Twenty different issues were presented and the groups had to select the ten most important to them and place them in top ten order of significance. The aggregated results were as follows →

1. Peak-Time Traffic Congestion
2. Development Pressure
3. Architectural Quality
4. Housing
5. Car Parking
6. Sense of Community
7. Sense of Identity
8. Off-Peak Traffic Congestion
9. Pressure on Rail Services
10. Well-Connected Cycle Network

Task 02

What different types of activity occur in the green spaces?

Groups were asked to identify the main activities that occur in the green spaces in the heart of the area under a series of categories: Formal recreation, informal recreation, passive recreation and active recreation.

Participants were also asked what interventions are needed to make this range of activities more successful or open to a wider group of people.

Formal Recreation

Workshop Comments Football pitch on the north-west corner of London Road and Two Waters Road junction; Cricket grounds east and west of Station Road; The Paper Trail; Apsley Marina; Scout Hut next to Apsley Pond; Fairs and events such as Carters Steam Fair (on Box Moor Trust land).

Informal Recreation

Workshop Comments Play area to the south of Lawn Lane; Play area to the west of Durrants Hill Road; Park on the junction of the Magic Roundabout is underused e.g. only used at lunchtime by workers; Picnics on the north east corner of London Road and Two Waters Road junction; Football “kick-about” west of Station Road; Fishing all along the canal; Fishing on the River Gade along Two Waters Road; Fishing in Apsley Pond (i.e. between the River Bulbourne and the canal); Fishing along the River Bulbourne; Grazing on Box Moor Trust land.

Passive Recreation

Workshop Comments Cycle routes to the station along London Road and Station Road; Cycle route along London Road (behind the Paper Mill); Walking along the canal; Walking along the River Bulbourne (from Two Waters Road to Durrants Hill Road).

Active Recreation

Workshop Comments Box Moor Trust land allows jogging, walking and cycling; Canal towpaths allow jogging, walking and cycling.

What positive interventions are needed

Workshop Comments Formal car park for Box Moor Trust; Improved canal towpath surfaces to allow access for all year round; Access to the River Bulbourne in the Box Moor Trust land (e.g. children paddling etc); Info boards throughout Box Moor land about wildlife and heritage; Better signage for walking and cycling routes; Greater investment in conservation and management of wildlife; More seating; Café or refreshment kiosk at the urban park near to the town centre; Heritage interpretation (e.g. the old railway track can be seen on maps but not explore on the ground). A further comment received was that when travelling west to east, once Durrants Hill Road is reached the open green space becomes a lot more sparse and there is an abrupt end to the recreational land. The canal tow path continues east but much potential recreational land is off-limits.



The workshop marked up aerial photographs with differently coloured stickers to identify areas of formal recreation, informal recreation, passive recreation and active recreation.

Task 03

What are the main issues associated with London Road?

Groups were asked to examine the 2.5 km stretch of London Road, from Hemel Hempstead railway station in the west to Apsley railway station in the east. Participants were asked to identify the various issues associated with this street that they felt were most relevant to the study.

Pedestrian Experience

Workshop Comments There are positive views north of the green open spaces all along London Road from Hemel Station to Two Waters Road; Footpath from Lower Roughdown Woods is badly sign-posted and no crossing at the end it to get a walker across London Road; Hard to cross Two Waters Road from the western green spaces to the eastern green spaces (e.g. Apsley Pond area); Dangerous to cross from Station Road to London Road; At eye level, London Road is not always attractive but stand back and look up and around the land around it is fascinating; Maybe

better provision of wider pedestrian access would allow for a more visually appealing street; Between Featherbed Lane and Weymouth Street, London Road needs a change in environment and needs to become more pedestrian (and cyclist) friendly.

Railway Station

Workshop Comments Redevelopment opportunity in and around Hemel Hempstead railway station; We need “old-style” dwellings front London Road near to Hemel Hempstead railway station; Need a multi-storey car park in close proximity to the station; Hemel Hempstead railway station is a major problem for London Road at peak times and building a bigger car park will only make this worse — a conundrum.

Development Opportunities

Workshop Comments New residential development off Stratford Way/Harding Close; Big opportunity along the south of London Road (above Hardings Close) for a light industry with housing fronting the street; Possible

constraints here because of industrial historic uses leading to contamination; The old railway line passes through London Road just before Whiteleaf Road; New Symbio House as a landmark tower?; With Symbio, Aldi and the potential redevelopment of B&Q, will access by car get worse?; A new hotel or “Symbio type” development could be implemented on the north east corner of the Two Waters Road and London Road junction; A development opportunity on the south east corner of the Two Waters Road and London Road junction?; A waterside or leisure café could be developed along the north western edge of Two Waters Road; The cycle network is disjointed.

Other Comments Received

Workshop Comments Two Waters Road is the gateway to the town; Lighting at night to be improved; On-street parking issues near Apsley Station; Public car park off Durrants Hill Road underused; Employment area at Whiteleaf Road to be intensified; Apsley Mills Retail Park provides employment; Apsley Marina needs more activity as it often seems too quiet; Box Moor village needs a retail focus to prevent shops being too spread out and losing trade; Apsley Pond is a wildlife conservation area; New pedestrian bridge over the River Bulbourne next to Apsley Pond; Featherbed Lane bridge is well used in the day but has dark corners at night, creating a hostile pedestrian environment.



The London Road corridor was the focus of a specific task.

Task 04

What are the main qualities of Two Waters area right now?

Workshop participants were asked to identify the main qualities of the area today.

Twenty different phrases were presented to the groups and they had to select the ten most relevant to them and place them in top ten order of significance. The aggregated results were as follows →

1. Green
2. Attractive
3. Distinctive
4. Dynamic
5. Open
6. Unique
7. Well Connected
8. Diverse
9. Enterprising
10. Inspiring

Task 05

What land uses options could be encouraged across the study area?

Groups were asked examine a series of indicative land use parcels labelled A — P and note down their ideas for the future direction for each parcel with regard to land use mix, building heights, architectural form, access & movement, landscape issues, relationship to nearby green space and relationship to nearby residential areas.

Parcel A

Provide small retail area at Hemel Hempstead railway station; Key development opportunity; Need offices near station; Current limited capacity to cope with more use at the train station; Housing/flats needed but not to compromise parking.

Parcel B

Increase parking via multi-storey in the railway sidings; Better walking and cycling links into town; Low-density residential; Needs higher density residential development if station stays; Consider including office employment but understand any effects this may have on the town centre office provision.

Parcel C

Residential of reasonably high density; Reduce the increasing need for car parking; Low density residential; Keep as it is.

Parcel D

Major business redevelopment needed; Mixed-use but primarily residential; High rise residential; Residential development opportunity; Pay attention to frontage presence on London Road; Preserve views of open land.

Parcel E

Major business redevelopment needed; Mixed use opportunities; High rise residential; New residential development should interact with open green space across London Road; New school site (educational area?); Develop housing as a single entity so that it looks visually appealing from the road.

Parcel F

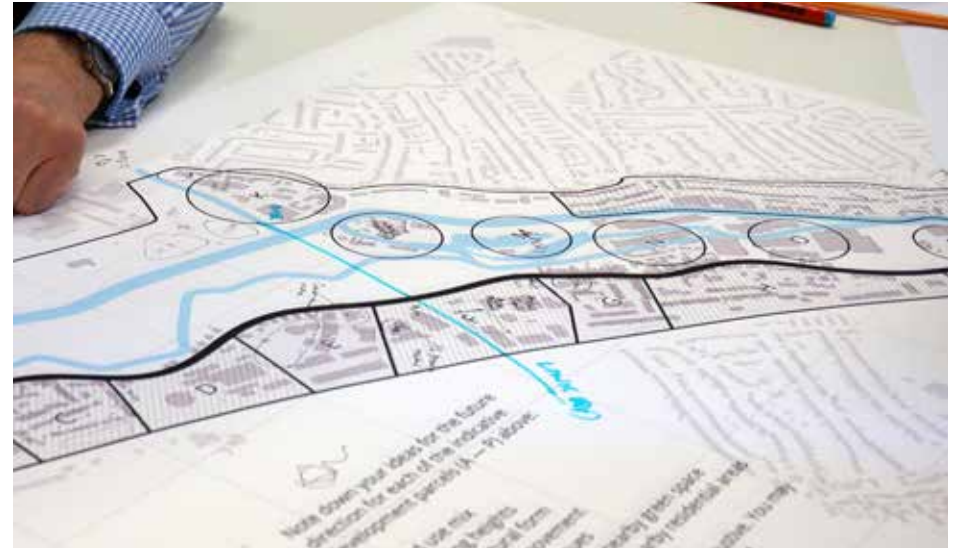
Major business redevelopment needed; Potentially mixed use with opportunity for higher density development; Retail or light industrial; Consider a transport hub here; New “centralised” railway station here, this maybe a longer term ambition but safeguard the land; The new tower planned is not too bad.

Parcel G

Improve retail provision in high street; Residential or retail frontage; Small infill; Redevelop frontage on London Road.

Parcel H

More residential properties; Residential or light industrial — industrial units will have to relocate if residential development is placed here.



The workshop explored land use options for a variety of specific land parcels across the study area.

Parcel I

Redevelop station to increase residential (more flats); Constrained but some potential for mixed-use or residential; Residential infill.

Parcel J

Mix of residential and commercial already so not much more needed in improvements; Residential; Access over water from here to the rest of the town needs improving; Remove industrial units along Ebbens Road.

Parcel K

Should increase retail and business use; Has good links to town centre; Potential for redevelopment (riverside location); Frontage and the gateway into town needs improving; High quality corridor, active interaction with green space and waterside; Better use of B&Q wall & canal basin opposite B&Q; Needs to work with Parcel L on the south of the canal; New development to overlook water; Needs adequate parking.

Parcel L

Maintain current feel; Green space for informal leisure; Fantastic opportunity at the heart of Two Waters to develop a new water frontage.

Parcel M

Concentrate on improving water environments; Opportunity to enhance green space and improve access; Provide walking and cycling links to reduce pressure on London Road.

Parcel N

Focus on links from east to west for walking and cycling modes; Waterside development opportunities on Frogmore Road employment area; Waterfront residential.



The tasks at the first workshop were completed in a set time, with no more than 15 minutes allowed for each. This helped ensure a positive momentum and that all topics were covered in an even-handed way.

Parcel O

Maintain current feel; Residential waterside opportunities; Leisure or medium-sized retail; Improve canal footbridge next to the supermarket.

Parcel P

Maintain current feel; Link to Apsley Lock as a single destination with daytime and evening economy; Introduce more artwork throughout Two Waters — take inspiration from the fabulous brush factory sculpture.

Task 06

What are the main access and movement issues across the area?

Groups were asked examine access and movement issues and note down their ideas with regard to walking (e.g. pavements, crossing points), cycling (e.g. safe routes, need for improved facilities), car parking, services and deliveries, traffic movements, peak time queues and waiting times, access points to green space, and access to and from the town centre.

Walking

Air quality issues along Durrants Hill Road; No clear routes leading pedestrians from one green space to another; Pedestrian crossing over London Road to the station needs to be realigned as people do not cross where the crossing is; No safe crossing point at the junction of London Road and Station Road; No convenient crossing points at many junctions.

Cycling

No clear routes or signage leading cyclists from one green space or path to another; No proper cycling provision along London Road between Station Road and Two Waters Road.

Waterways

Can there be a canal “destination” mooring behind B&Q?; Improve boat, cyclist and pedestrian movements alongside the canal; Improve access and service to canal towpaths; The access arrangements around Apsley Pond are confusing and unclear; No vehicular crossing of the canal between Durrants Hill Road and Red Lion Lane as this will only increase traffic congestion as development continues.

Bus Service

Clear choice of routes using info-graphics or colours (e.g. Aylsbury bus routes); Bus route needs to be improved from both stations into the town centre; More frequent bus services will reduce amount of cars on the road.



How people move across the area was explored at the first workshop through a specific task. Two plans were provided, one at a close up scale of the study area and one showing the surrounding area.

Hemel Hempstead Railway Station

Improve parking at station; Improve cycling storage at station; Hemel Hempstead railway station is isolated and poorly located; No new development here until proper travel plans are in place.

Vehicle Experience

Two Waters Road, A4146 and A414 are the main vehicular routes in and out of Hemel Hempstead; The length of London Road between Two Waters Road and Apsley Mills Retail Park is where peak-congestion occurs; Two “pinch-points” in vehicular access are along Durrants Hill Road at junctions; Northridge Way is a rat-run; New exit/entry near Hemel Hempstead train station for the A41?; Featherbed Lane is a narrow one-way vehicular bridge; Traffic congestion along London Road from Hemel Hempstead railway station to Station Road junction; There is congestion around the Apsley Mill Retail Park at the weekends; London Road and Durrants Hill Road Junction is the “... worst in Hemel Hempstead!”

Car Parking

Too many vehicles surrounding the eastern edge of Heath Park, to the west of Station Road; The availability of controlled residential parking and “parking for all” needs to be reassessed; The small business area between London Road and Weymouth Street lacks car parking; Not enough parking since Kodak Tower was redeveloped.



Second Workshop

11th June 2015

Task 01

Strengths & Opportunities

The top ten phrases used at the first workshop to describe the qualities of the Two Waters area were presented to the second workshop. Participants were asked to expand on these, explaining how they thought these qualities could best be enhanced and represented on the ground.

1. Green

Workshop Comments “And blue!” — The canals, chalk streams and ponds are as much a characteristics as the green spaces; The area needs to be physically and sustainably green; Opportunity to promote sustainability in new buildings; Improved connections to both sides of green space from Two Waters Road as areas to the east have no access; Improve vehicular access (e.g. easier and more clearly signed parking) and better pedestrian access (e.g. better footpath surfaces); Protection and enhancement of the

existing green spaces; The mix of recreational, formal and informal green space and land use is critical.

Summary Two Waters is considered to be a well-established green and blue area within Hemel Hempstead and the mix of public open space and increasing sustainable development will contribute to the “green” description and definition.

There is wide variety water bodies, including ponds, streams and the canal system but more is needed to improve access to these areas.

Connections between the current green open spaces and water need to be protected and enhanced and this will include providing more frequent and safe opportunities for pedestrians to cross busy vehicular paths and gain access to recreational space.

2. Attractive

Workshop Comments Connections between buildings, the environment and green space; Adding architectural and design quality; Green space should mean “access to all areas”; Green and blue links add to attractiveness; The architecture of bridges; The “hidden gems” are great but access needs improvement; Continued redevelopment of the derelict areas of Apsley.

Summary The combination of buildings, green open space and the local environment is key to the charm of Two Waters. The rich mix of architectural styles across the area provides an attractive backdrop and the design quality of the many canal bridges enhances this mix further. Two Waters contains many “hidden gems” which, with improved access, could be further enjoyed by all.

3. Distinctive

Workshop Comments Waterfront access, with two converging chalk streams is unique; Box Moor Trust grazing land right in the centre of town; Recognising individual areas, not trying to create one identity and building on what is there already; Strong heritage; The use of high quality modern materials will need guidance but allow for innovation and flexibility; The mix of houses, green space, retail and flats; Old and new design need to be complimentary; Open space was a key feature of the original 1947 “new town” designs.



The top ten phrases from the first workshop were subject to greater scrutiny at the second event, with focus on the first five.

Summary Participants described Two Waters as being distinctive due to its unique offering and mixed yet integrated design styles. The current and potential waterfront access and the two converging chalk streams are significant to the individuality to the area. Within Two Waters, the old and new architectural and design features compliment one another and integrate well. There is a strong sense of heritage in the area and the livestock grazing on the Box Moor Trust land strengthens this. This is a welcome contrast to the built environment of the town centre. The inclusion of this agricultural land use also helps to continue to integrate the area to the wider surrounding countryside.

4. Dynamic

Workshop Comments Contrasting uses is a positive attribute if developed in an attractive way, The strong sense of place; The need to identify that Two Waters is more than just a junction; Open to change; Connections in new development; Flexibility in design; Close relationship between water and green space should be maximised; Canals, towpaths, footpaths and marina should be part of a daytime and evening economy; The mix of green and built space gives sense of arrival at both town and countryside.

Summary This area of Hemel Hempstead has many contrasting uses. This is considered a positive attribute but should be developed and enhanced in a more positive way. Participants believed that Two Waters is open to change and should promote flexibility and innovation through design but in a coordinated way through the framework. The mix between unbuilt and built spaces gives residents and visitors a sense of place and belonging. The increasing level of waterside activity and access is also beginning to provide the area with a more balanced daytime and evening economy.

5. Open

Workshop Comments Keeping and enhancing open space; Creating access to the eastern side of Two Waters Road; Accessibility issues – parking to get access to Box Moor Trust land is difficult; There is a need to open up areas around ponds; Development should be “tiered”

of staggered and not all high-rise; Garden and open space provision is critical to maintain the feeling of openness; Schemes to divert traffic from Apsley are needed; Focus industry to the former gas works site to encourage businesses away from the main through-road.

Summary Although there is a good range of informal and formal recreation land, it can sometimes prove difficult to gain access in and around these areas. To improve this, there could be better provision for parking and more accessible footpaths and cycle paths leading from one public space to another.

Other Issues

Well-Connected could mean reducing flow through the A41 by introducing Park & Ride scheme and thereby discouraging through traffic; Access to the train station needs to be improved further too.

Inspiring could mean protecting the existing landmark features (e.g. small sculptures, feature buildings etc.) and adding new ones.

Task 02

Challenges & Constraints

The top ten phrases used at the first workshop to describe the challenges facing the Two Waters area were presented to the second workshop. Participants were asked to expand on these, explaining how they thought these challenges could best be addressed.

1. Peak-Time Traffic Congestion

Workshop Comments Design and infrastructure of neighbourhoods to promote walking and cycling and decrease the need for vehicle use; Moving the railways stations to a single central location somewhere between the two current station sites; London Road traffic problems increased by on-street parking; Access to new and existing development needs to incorporate all modes of transport (e.g. vehicle, bus, bicycle and by foot etc.) and need to improve the offer for non-car modes; Traffic through Apsley is an issue; Need to better develop the cycling offer

in Apsley; A “London life” sustainable way of living could be introduced for families and children travelling to school; Improve the bus service; Divert commercial traffic away from the area through clearer signage.

Summary Peak-time traffic congestion is considered a critical issue within and around Two Waters. The influx of traffic that travels along London Road is largely due to commuters travelling to and from the Hemel Hempstead and Apsley stations. The flow of vehicular transport is then further obstructed by parked cars and tight bridges. Some participants of the workshop believe that by introducing a central train station, this problem could be alleviated and would reduce the need for car travel.

A further consideration to improve the current congestion issues could be the introduction of better and more frequent bus services that discourage the use of cars within Two Waters and the town centre.

Encouraging walking and cycling accessibility could also enhance the commuter and school travel lifestyle in addition to increasing the use of recreational and open space.

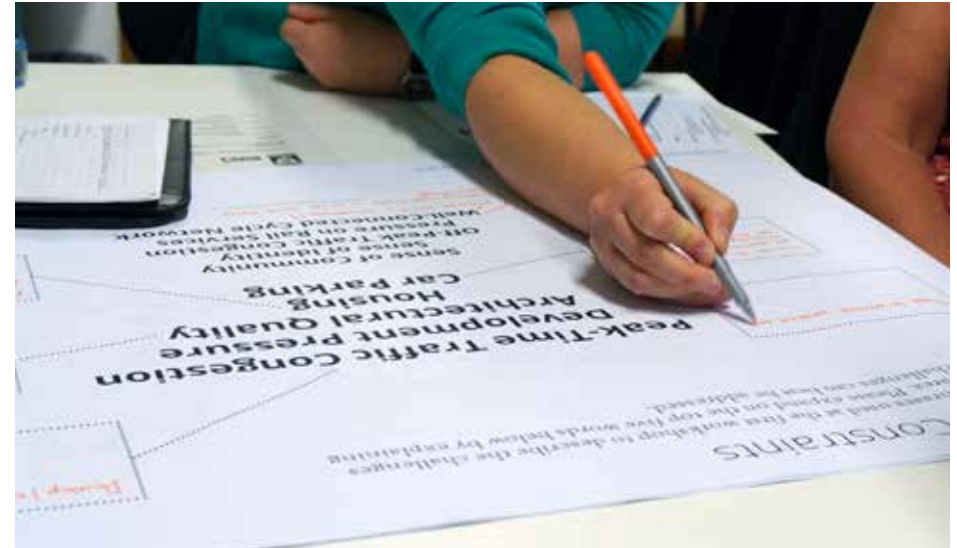
2. Development Pressure

Workshop Comments Establishing a framework and having a clear vision; Encouraging development in the right areas; Relocate the train station to ease traffic and parking; Green Belt protection to be reviewed; Viability of relocating businesses; Pressure to introduce new high-rise development; Developer-led and supply and demand influence; Need to balance pressure for houses with other equally important needs; Business development must increase with housing to bring in economic benefits.

Summary To ensure sustainable development, a strategic framework with a clear vision needs to be established. This will encourage certain areas to be developed in certain ways adhering to an adaptable set of design criteria. Within the workshop, there was reference to the need for a balance between housing and other equally important elements. The viability of potentially relocating businesses needs to be considered as it is vital that business development should increase with housing and not decline. The issue of wanting to preserve and protect Green Belt land increases the pressure to introduce new high-rise development and these differing effects need to be carefully assessed to ensure a positive outcome.

3. Architectural Quality

Workshop Comments Preserving the urban open space and quality; There should be positive borders or edges between industrial and residential areas; New development should set a new standard of



The top ten phrases from the first workshop were subject to greater scrutiny at the second event, with focus on the first five.

architecture; Could be difficult to balance innovation and consistency; Quality of design should override urgency to deliver development; Need to try and increase sustainable and energy efficient design; View from the motorway and entrance corridors need to be consistent and positive; The green and blue spaces offer to new houses is very positive and there needs to be focal points for clusters of development.

Summary There is an attractive style and design quality to the current architecture across Two Waters and participants believe that any new development should expand upon this but also go beyond it to set a new standard. The quality of design should override any urgency to deliver development quickly and be sustainable and energy efficient. To

encourage new and existing residents, there should be the offer of access to nearby green open space or water. Current urban spaces and their qualities should be preserved and although a good link between residential and industrial units is needed, there should be positive borders and edges separating the different land uses.

4. Housing

Workshop Comments There needs to be a supporting infrastructure that also includes community facilities (e.g. health, recreation and education); Mixed use residential development is needed; There should be a range of styles in new housing to reflect the identity of the community; Need to future-proof for a sustainable working environment (e.g. working from home); Need space for “niche” retailers and local businesses but this potentially brings more vehicles onto the road; Need for flats and/or starter properties.

Summary New housing and commercial development should be introduced with a sufficient supporting infrastructure that includes community facilities such as improved health, recreational and educational services. There is also a need to future-proof for a sustainable working environment which could in turn encourage new retailers and local businesses to grow. Residential development should be of mixed-use and support a range of styles in new housing to reflect the positive identity of the community.



Workshop groups debated the best way to tackle the priority issues affecting the Two Waters area.

5. Car Parking

Workshop Comments Station car-parking needs to expand; Limited car-parking and enforce restrictions on on-street car parking; Encourage walking through improvement of pedestrian routes; Encourage cycling through better cycle storage provision at stations, work places and public car parks; Improved access to public transport; Electric car and bike share schemes; Park & Ride.

Summary The accessibility and ease of use of car parks is currently a challenge but providing more space for parking will simply encourage

more vehicular use on the roads within Two Waters and therefore add to current traffic congestions. However, if the car park at Hemel Hempstead station expanded, it could offer the opportunity for Two Waters to provide a frequent park and ride scheme throughout the area. Parking the car on the outskirts and then walking or cycling into town could be encouraged through better links and bike hire opportunities. Availability of car parking needs to be balanced with the implementation of good, easy access from new developments to public recreational areas.

Other Issues

Sense of Community To create a sense of community, there needs to be a heart and focal point for the area of Two Waters; Potential at Box Moor Community Centre?

Sense of Identity Enhancement of existing town and civic spaces

Off-Peak Traffic Congestion A better-connected cycle network; Improve existing cycle routes and access across steep bridges.



The sense of identity and community that is already present in Two Waters is captured by this tapestry, hanging on the wall at the Box Moor Trust centre, the venue for the two workshop events.

Task 03

Spaces & Connections

A diagram depicting a possible access and movement strategy was presented to the workshop. It showed a network of connected spaces, linked together by streets and routes of character and quality, helping connect together the different parts of Two Waters and provide strong access towards the town centre.

Participants were asked to describe the qualities each of these spaces and links need and if there are any spaces or links that are missing.

Workshop Comments

[A] Better public realm at Hemel Hempstead Station; Housing nearby; High quality public realm to make it safer and more enjoyable;

Improve off-road cycle, pedestrian and bus links; Good sign-posted links (e.g. times and distances); New mode of transport from station to town such as cable cars.

[B] Improved junction space to London Road and Station Road; Consider bus priority measures; Off-peak speed limits between spaces B and G; Architectural gateway points.

[C] Wharf Road and St John's Road gateway is not a practical area for cycling.

[D] St John's Road and Station Road gateway; Need to improve pedestrian crossings.

[E] Magic Roundabout; The town centre gateway; Kodak Tower is major cause of parking issues; Not pedestrian or cycle friendly at all and the subway feels unsafe and footway access points are unclear.

[F] "Green Routes Cross-Roads"; Creating new priority of movement types and a move away from cars to more sustainable forms; Improve towpath access sympathetically; Enhance multi-mode mobility between spaces E and F; Development is needed here.

[G] Better public realm at A414/London Road junction; New station gateway to include a park and ride shuttle service and prioritise local routes; Important gateway into town from the A41; Currently a barrier to pedestrians and cyclists; Potential for landmark artwork or buildings here to “make it dramatic”; Possible left-hand filter at lights.

[H] Lawn Lane/Durrants Hill Road is a residential gateway space; Improved connections to the River Bulbourne, whilst maintaining its unique qualities; Cut-off link to make one-way or trial a road closure; Roundabout needed; Bridge needs widening.

[I] Apsley High Street to be an enhanced local centre; Make more “local” with greater friendliness towards pedestrians, cyclists and shoppers. the link H to I need to work better together to reduce pressure.

[J] Sainsbury’s roundabout, is this fit for the future?; Issue of queueing is caused further up from here but has a detrimental effect on this location.

Other General Comments

Boris Bike scheme along A414 between Apsley and Hemel stations would be great; Improving canal path surface and lighting for walking and cycling commuters; Make all routes more cycle and pedestrian friendly; Think of public art at key locations; Signage needs developing especially from the motorway to divert heavy-duty vehicles away from the area; Promote Shendish Manor as a historic attraction; More business development around the water; Cross-promotion, not a physical connection; More options onto and off the A41.

Summary To help to provide a high quality public realm for Hemel Hempstead station there should be residential development nearby and the encouragement of alternative modes of transport. This would encourage greater footfall and varied use of the area and create a safer and more enjoyable space.

To improve the junction space around London Road and Station Road, off-peak speed limits could be introduced and at peak times public transport could be given priority access. Although ideally located, Wharf Road and St Johns Road are both considered impractical for use as cycle routes. This issue should be resolved as these are some of the key connections that provide access onto public recreation grounds.

Similarly, access points for pedestrians further along St Johns Road and onto Station Road are not considered sufficient. There needs to be improved crossing points between open green spaces that are currently divided.

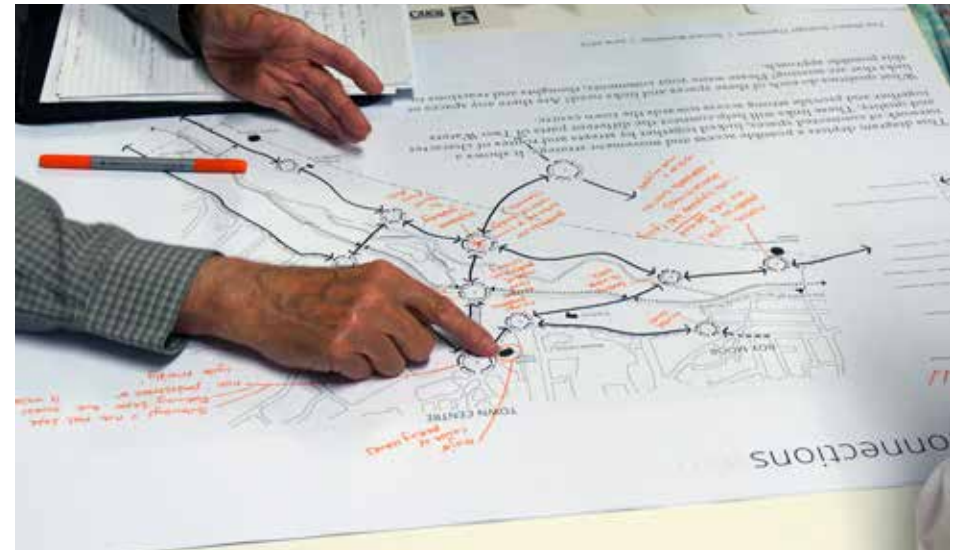
The vehicular strategy of the Magic Roundabout works well, however the layout is not thought to pedestrian or cycle friendly. There is a subway for these secondary movements however the access points are unclear and not considered to be safe to walk through.

Multi-mode routes should be implemented between the Magic Roundabout and the “green routes cross-roads” close to the B&Q site. Two Waters could begin to move away from the use of cars and seek alternative and more sustainable modes of transport. Local routes should be prioritised and a park and ride scheme could support this further. The A414 and London Road junction is an important gateway for the town and there is potential here for a landmark building or piece of artwork to be implemented.

The junction of Lawn Lane and Durrants Hill Road is a residential gateway and should maintain its unique qualities. However the connections from here towards the River Bulbourne need improving and the roads could be experimented with to test different strategic approaches to traffic flow.

Apsley High Street and Lawn Lane and Durrants Hill Road need to work better together to reduce the pressure on either one. Introducing a more amicable approach towards pedestrians, cyclists and drivers will give the high street a more local feel.

The Sainsbury’s roundabout attracts queues of traffic from further up along London Road and these congestions have a detrimental effect upon the area.



Workshop groups debated the best way to tackle access and movement issues across the study area.

Task 04

Landscape & Public Realm

A diagram depicting a possible landscape and public realm strategy was presented to the workshop. It showed a new civic square at Hemel Hempstead station, new development edges overlooking green spaces, and a cluster of new developments with stronger landscape around the A414 and London Road junction.

Access to water to the east of Two Waters Road is also opened up and made clearer and more inviting. Participants were asked to comment on this possible strategy.

[A] New civic square at Hemel Hempstead station; Only relevant if there are workers and residents in the area; Improved parking, landscape and station frontage; Improved link into town centre; Taxis and buses need easy access; Better link between Hemel Station and Lower Roughdown; More cycle storage needed; Better mapping and signage needed; Supermarkets needed for commuter traffic.

[B] Improved junction space to London Road and Station Road; More facilities needed here for more sustainable modes of transport.

[C] Strong residential frontage overlooking green space; Not too high but strong frontage should border the road.

[D] Taller buildings, strong edge along eastern edge of Two Waters Road; Continue style of current housing fronts; Important for first impressions as this is an entrance point.

[E] Potential new development of B&Q site to positively address the canal; Viability is key as the Box Moor Trust need a regular income; Hide car-parking from the canal side and street frontage; Bring water into the site e.g. moorings and canal access; Potential for mixed-use similar

to Paper Mill development in Apsley; Attractive square with parking, restaurants and businesses — “make it a destination”

[F] New civic square; stronger landscape on north west corner; Need better movement access, not necessarily a civic square; Need stronger landscaping, not a new civic square; Important gateway and sense of arrival — “buildings should frame junction”; Possible recreation area with the wild flower and meadow and retain grazing elsewhere.

[G] Potential development site on north east corner of junction; Landmark opportunity, possibly an educational welcome landmark in open space; Current green space is inaccessible; Need for an Apsley High Street Square; Development opportunity with good pedestrian links.

[H] Better access to ponds and woodland; Needs opening up to local residents.

[I] New civic space (e.g. small market square) for Apsley; Opportunity for a Saturday farmers’ market; A lot of work needed here.

[J] Longer term redevelopment of big box retail park; This is in the wrong sort of development form in Two Waters; New development should respond to its water-side setting.

[K] Continued emphasis on waterside squares; This is a disappointing area and a revamp is required.

Other General Comments

Canal towpath needs appropriate/synthetic surfacing; Better way-finding; New bridges; How does this whole area interrelate with the town centre? No walkway from the Bovis development to either station.

Summary A new civic square at the station could be introduced if the area saw an increase in workers and residents. The landscaping of the station front needs to be improved and there should be mapping and signage of Two Waters available to the public upon arrival.

More facilities should be available for sustainable modes of transport which would be encouraged by better public use of the junction space to London Road and Station Road.

There should be a strong residential frontage bordering London Road with sympathetic heights and good views out onto the green space beyond. Any new housing along Two Waters Road should mirror the existing residential architectural styles as this is an important entrance point and creates the first impression of the area for those travelling in from the A41.

Potential new development on The Box Moor Trust’s B&Q site needs to be viable and deliver a regular income to the trust. This area could become a destination for the public; providing access onto the waterfront, with restaurants, businesses and the opportunity to moor water craft.

Task 05

Building Heights & Urban Form

A diagram depicting a possible buildings heights strategy was presented, with a cluster of taller buildings at the Magic Roundabout, Hemel Hempstead Station and the southern end of the A414 Two Waters Road.

This suggested diagram also suggested that stronger building frontages, but of a lower overall height, should be developed over time on the southern side of London Road and the eastern edge of Two Waters Road. Participants were asked to comment on this possible strategy.

Magic Roundabout

General agreement that this is a good place for a taller building cluster as the impact of the existing Kodak Tower needs to be “offset” through the presence of other tall buildings.

Hemel Hempstead Station

Is the station in the right place for tall buildings; It is a sensitive location, closer relationship to Box Moor Trust land than other areas; Good for commuters; Perhaps 3-4 storey town houses along London Road; Attractive domestic scale.

A414 Two Waters Road

Building line should be set back; Landscape frontage and wide footways; Less-dominant traffic/road designs and features needed; Height is not an issue provided design is good; Need to create a virtual or literal gateway through building design here; Building heights along Two Waters Road could be lower than suggested; Development should not over-shadow the canal and not be too overpowering.

Other general comments

Infrastructure to support higher density new residential forms is needed; Only 35 minute commute to Euston; Development will be market-led and through demand; High-rise built form is key if there are market demands; Flexible approach to heights beyond designated zones is required; Meeting the parking provision for flats gets harder as flats get higher; Building heights could offset land value of green space; Ripple effect of overflow from Two Waters regeneration could see bar, café and restaurant influx towards Apsley; Does the area between Hemel Hempstead railway station and A414 and Two Waters Road junction need its own identity e.g. should it be named exclusively as a destination area?

Summary

Hemel Hempstead railway station is in a sensitive location and although it serves a purpose for the majority of Two Waters, it has a closer relationship to the Box Moor Trust land than other areas. It is well-used and provides a good service for commuters but participants asked the question as to whether the station is in the right location.



Workshop groups discussed the impact of different building heights and urban forms across the study area.

Development lining Two Waters Road should be set back with attractive landscaping to the front and should not over-power the canal frontage. Motor vehicles should become less dominant along this road and wider footways could help to further pedestrianise the area. Building heights could be lower however if the design is of high quality then there could be a variety in height. The architectural quality of the built and urban forms here will create a gateway, therefore design and implementation needs to be of high quality.

Task 06

Areas of Change:
Hemel Hempstead
Station & London Road
and A414 Junction

Participants were provided with detailed inset maps of Hemel Hempstead station and the A414 and London Road Junction. They were asked to mark out the main changes they think would make a positive difference to these two key areas.

Hemel Hempstead Station

Workshop Comments Redevelop to the east of the station but keep a close link with the station improvements; Suitable for mostly residential and partial mixed-use; Deck station car-park to make better use e.g. two-storey car park; Encourage parking here and using public transport, walking and cycling to get into town; Improve pedestrian and cycle links and signage along towpath and in the town centre; Shopping and superstore development; New station square for taxi and bus only and set back to allow for widening of London Road for taxi and bus priority measures.

London Road & A414 Junction

Workshop Comments Make it a smaller junction; Introduce pedestrian and cycle priority; Could there be an underpass for main road north south; Could build on north west corner of junction instead of north east, to enable open views of the water; North east corner of junction could be a significant, attractive gateway; Housing both side of the railway; Need employment space too; Improve towpath links; Areas south of the junction need very high quality design; Artwork in middle or as a focus to the junction; Need signage and a sense of arrival; Convert current industrial property along eastern edge of Two Waters Road into residential.

Summary

The area in and around Hemel Hempstead railway station is considered suitable for mostly residential and partially mixed-use development. Two Waters could offer and encourage more parking near to the station which would in turn encourage better use of public transport, walking and cycling. A new station square could allow vehicular access for taxi and bus use only and provide informative distances, times and directions for walking and cycling to different areas.

The London Road and A414 junction could be made smaller to allow pedestrians and cyclists priority of access. Links off and onto the surrounding canal towpaths also need to be made more frequent. The north east corner of the junction could accommodate significant new development in the form of an attractive gateway or possibly provide for development to enable open views from properties onto the water. Housing development areas south of the junction need to be of high quality design whilst still providing for practical, industrial space too. All development opportunities in these two areas should encourage green roofs and sustainable design and construction.



Workshop groups discussed the impact of different building heights and urban forms across the study area.

Task 07

Areas of Change:
Apsley & Two Waters
Road

Participants were provided with detailed inset maps of Apsley high street and the Two Waters Road. They were asked to mark out the main changes they think would make a positive difference to these two key areas.

Apsley High Street

Workshop Comments Thin the trees lining Apsley Pond to allow for better visibility and encourage open access; Improve the junction onto Durrants Hill Road, consider making the canal bridge one-way?; Change priority of Two Waters Road and London Road junction to discourage mid-week use; Improve the access to waterways and canals; Improve the access to and awareness of open space; Move Apsley Mills retail park and consequently remove the weekend 'pull'; Better routes needed through and around Apsley Pond; Frogmore Road Industrial Estate and the industrial units off Ebbens Road have a positive relationship with



The workshop tasks included a focus on the four key areas of change: Apsley High Street and the surrounding areas; Two Waters Road, Hemel Hempstead railway station and the A414 and London Road junction.

the canal; Should there be a roundabout linking Storey Street and Durrants Hill Road?; Need walkways to the stations as the roads are too dangerous.

Two Waters Road

Workshop Comments Redevelop B&Q and surrounding industrial units to make use of green space and enhance building frontages; Bring in more residential and open space/trees to the surrounding B&Q area; Need high-quality residential frontages lining the road, overlooking green space; Develop B&Q land and surrounding industrial land into a marina with ground-floor businesses; Area south of B&Q needs improving for the benefit of the local community and it needs better links to recreational space; Improve the gateway into town; Need better pedestrian links, widen footways and provide better access to waterways; Potential to create boulevards over the River Bulbourne within the current open green space; Could remove the B&Q car-park space and create canal mooring areas either side of Two Waters Road (north of the canal) to encourage link with the town centre; Better pedestrian links needed through the Magic Roundabout to encourage ease of access into the town centre.

Summary

Access to waterways, the canal and open green space needs to be improved throughout Apsley and the knowledge and understanding of these public spaces needs to be more widespread. Thinning the trees lining Apsley Pond, and introducing better routes to and from the pond, will also encourage greater use and the safety of an open area.

Improving these access routes will enable greater access onto the main waterway paths within Two Waters, thus providing alternate traffic-free walkways into the town. There is a need for more footpaths and cycle paths to be established throughout the Apsley area, with a view to potentially making these modes of transport more dominant and reducing the priority that motor vehicles currently hold on the roads.

The main area in need of change along Two Waters Road is the B&Q site and the surrounding industrial units. Development along this road needs to be greatly enhanced with high quality residential frontages overlooking the existing green spaces of the Box Moor Trust land.

Redevelopment of this area could also bring in better interconnecting open spaces for the public and residents to enjoy; with the potential to introduce a marina and a few boulevards over the River Bulbourne to create links between recreational lands. Creating canal mooring areas and consequently improving the foot and cycle paths from this area towards the Magic Roundabout will encourage greater footfall links into the town.

Task 08

What Does Success Look Like?

It was proposed that uses and activities, access and links, sociability and comfort and image are four of the key attributes that contribute to a great place. Each can be experienced as intangibles but can also be measured.

Workshop participants were asked to add their thoughts about how the success of Two Waters can be experienced (i.e. the intangibles) and assessed (i.e. the measurables) in future.

Uses & Activities

Workshop Notes Special and real means a positive profile and identity; Property values should increase but we need affordable homes too; Land-use patterns should deliver the vision; Recreational football; Local business ownership should increase but we need balanced and varied growth; Investment should maintaining green space and grazing land.

Summary Uses and activities within Two Waters need to portray a positive profile identity, making the area feel special and real. Delivering the vision of land-use patterns, investing in recreation and maintaining open green space and grazing land will be vital.

Access & Links

Workshop Notes A connected and walkable area requires a move away from car use towards public transport and cycling; Greater pedestrian activity will make the area feel more comfortable and safer than at the present time.

Summary The area could see a positive change in accessibility levels as a variety of initiatives look to move away from car use towards walking and cycling. Enhanced routes should be comfortable and safe to use for all ages and abilities, offering leisurely walks and rides as well as more, direct commuter links.

Sociability

Workshop Notes A welcoming, mixed tenure area can help support a positive sense of place. A balance of evening uses, including lively public squares and increased footfall after dark are key measures of sociability. The number of sports and community groups should increase and the amount of exciting yet neighbourly family uses and organised activities should also grow.

Summary There should be a welcoming social side to the area, providing housing of a variety of tenures that creates a positive sense of place. Activities and public land should cater for all ages, providing exciting and neighbourly community groups and spaces.

Comfort & Image

Workshop Notes Building conditions (e.g. maintenance) should improve; Environmental d should show upwards positive trends; Biodiversity will increase but needs to be resilient; New development should reflect historic values; New development should prevent anti-social behaviour by providing more activities (e.g. skate park); There should be a positive sense of pride through the civic spaces, architecture and public art.

Summary The style and the process of any change within Two Waters needs to be carefully considered. Any development should look to improve the overall image through design and sustainability, whilst remaining sensitive to the historic values of its location and setting. There should be greater provision of outdoor activities for younger people. A sense of pride should run through all development via the implementation of modern civic spaces and public art.

Task 09

How Place-Making Connects to Other Movements

Making great places is not just about buildings, spaces, planning and architecture. Many other local movements are now converging to help create the life and vitality that makes a great place.

The strategic framework needs to create the conditions that allow these other movements to grow and flourish. The workshop was asked to identify these movements in Hemel Hempstead, by naming local organisations and interest groups that could be part of the Two Waters success story.

Environmental Sustainability

Renewable Energy Systems (RES); Box Moor Trust; Dacorum Environmental Forum.

Civic Society

The Dacorum Heritage Trust; Arts Trust — e.g. old town theatre.

Public Health

Sunnyside Rural Trust; Hertfordshire County Council; NHS Trust; Sustrans.

Community Organisations

Apsley & Box Moor Residents Association; Box Moor Cricket Club.

Community Assets

Apsley Paper Trail; Fishing Clubs; Sports Centre; Box Moor Trust; Chalk Streams; Dacorum Borough Council Land Ownership; Arts Council.

Sports & Recreation

Box Moor Trust; Camelot Rugby & Cricket; Canals & Rivers Trust; Shendish Manor.

Energy Generation

Renewable Energy Systems (RES); Symbio Energy.

Local Food Production

Local plant nurseries; Sunnyside Trust.

Green Transport

The Beacon; UNO Buses; Cycle Chilterns; Sustrans; Lovelo; Canal & River Trust; Hertfordshire County Council; Arriva; London Midland.

Local Business Groups

Dacorum Ambassadors; Hemel Hempstead Business Ambassadors.

Heritage & Historic Preservation

The Dacorum Heritage Trust; Box Moor Trust; Apsley Paper Trail; Canal & River Trust.



Workshop groups identified a range of partner organisations.

Summary

There are many existing local societies and groups that could encourage place-making and the right type of development within Two Waters. Alongside this, the local authority bodies could help to establish a widespread set of criteria against which future change can be measured. There are also national groups that could engage with the area and provide further guidance from. This guidance could include ways in which heritage preservation could be implemented on site and new and innovative access and travel ideas. The many sports groups could also influence positive change as their use of green open land enhances its importance to the local economy and environment.

Task 10

The Benefits of Good Places

The workshop was presented with a series of identified benefits that come from the creation of good places. These were general issues rather than being specific to Two Waters.

Participants were asked explain how these benefits can best be experienced in the Two Water's context and note down what other benefits can flow from a more successful Two Waters in the future.

Promotes Public Health & Comfort

Workshop Notes More outdoor physical activity; Outdoor gym and tracks; Sense of belonging and identity through clubs and a multi-purpose community centre; Improved environmental quality and maintaining the existing environment too; Reduction in crime at the design stage and can change perceptions over the longer term; Environmental benefits e.g. sustainable drainage, green roofs and cycle hire.

Summary Development of Two Waters should provide a sense of belonging by defining the identity of specific areas and enhancing communal activity and use. Promotion of public health should come through improved environmental quality and encouraging physical fitness through the provision of outdoor gym equipment and training grounds.

Draws in a more Diverse Population

Workshop Notes New services, retail and customer niches and more local independent shops; Variation and character in built environment (e.g. the old and new working together); More women, elderly and children will require the introduction of cycling routes.

Summary The creation of new places and the enhancing of existing spaces should include more local independent shops in Apsley. The demographic should show a marked increase a more varied mix of residents. The built environment should also develop a balanced mix of old and new through variation in character and architectural styles.

Creates Improved Accessibility

Workshop Notes Improves enjoyment by being more walkable; Safer for pedestrians and cyclists will include circular walks linked to transport hubs; All development needs to be compatible with public transport; Visually attractive destinations will help make Two Waters more distinctive; Greater connections between uses, vertical as well as horizontal.

Summary An increase in ease of accessibility will improve the enjoyment of footpaths and open spaces through more frequent use. Different areas within Two Waters should become more walkable and have greater interconnecting qualities. It will provide safer environments for pedestrians and cyclists and should be compatible with public transport.



Workshop groups identified the benefits of good planning.

Builds & Supports the Local Economy

Workshop Notes Encouraging small businesses will be key e.g. farmers market; Higher land values can change land use types and encourage higher density; Will there be employment growth or reduction in Two Waters in future? — It is likely to be the latter.

Summary New investment should enhance the local economy and provide the opportunity to encourage small businesses. This will be key to improving the areas independence and providing a sense of unique identity. Introducing farmers' markets to various civic spaces could apply this concept on the ground and attract greater investment into the area.

Task 11

The Power of Five

Layering of uses can help create synergies that in turn help define districts or quarters. Based on this thinking, it was suggested to workshop participants that Two Waters needs five key destinations that each have five special qualities.

The thinking was that this approach can immediately deliver 25 defining qualities to inform the strategic framework. Workshop participants were asked to apply this thinking to Two Waters and mark on a plan where the “power of five” approach could be applied.

1. Hemel Hempstead station

The Current & Potential Five Qualities

Commuter Living; Public square; Bigger car park; High quality flats; Improved access in/out of station; Supermarket; Parking; Taxis; Clearer concourse/signage for routes in and out.

Summary Hemel Hempstead Station is considered by all participants of the workshop to have its own sense of identity, not necessarily positive right now. However, it offers an opportunity for new residential development and could provide a civic square for the public to enjoy. The nature of the station’s purpose is almost fundamental to the future of Two Waters. It could set the precedent for sustainable access and movement via public transport and cycle schemes and be the arrival space for those travelling into the area for the first time.

2. Box Moor Trust Land

The Current & Potential Five Qualities Recreation; Livestock grazing; Fishing.

Summary The Box Moor Trust land within Hemel Hempstead is also regarded as a destination in itself due to its outdoor offer. It is a focal point for recreation within the area and with increased pedestrian access this will become even more prominent. It also provides an agricultural function for livestock grazing. The canals and rivers also run through this land and this attracts water recreation such as fishing.

3. Two Waters Road

The Current & Potential Five Qualities Gateway; Mixed-use boulevard; High quality design; Pedestrian/cycle movement provision; Embracing the adjacent green areas; Modern and iconic designs; More public art.

Summary The stretch of Two Waters Road is described as an important gateway into town and should embrace a mix of green space and iconic landmarks to better define the sense of arrival. The edge buildings and layout of the roads should be of high quality design and encourage a mixed-use boulevard to cater more for pedestrians and cyclists.



Workshop groups identified key areas of change.

4. B&Q and adjacent industrial areas

The Current & Potential Five Qualities Waterside access; Big marina; Access to waterside walks; Green route connections; Leisure destination.

Summary The B&Q site and nearby industrial units could become a focus point for the relationship between land and water activity. Using the site as a destination point for visitors, there could be provision for a marina or mooring points. The site could then become a “pivot point” from which to access the other areas of Two Waters and Apsley.

5. Apsley Pond & Recreation Grounds

The Current & Potential Five Qualities Wildlife corridor; Pleasant places to sit and enjoy; Needs better signage; Leisure businesses; More open access; Better landscaped for families; Greater amenity value.

Summary Apsley Pond and the nearby recreation grounds are a vital extension of the land and waterways on the west side of Two Waters Road. It continues a wildlife corridor into the more residential area of Two Waters and should be enhanced to encourage better use. Providing better landscaping suitable for families and easier, more open access to the water's edge will allow leisure activities to grow.

6. The Canal

The Current & Potential Five Qualities Wildlife corridor; Pleasant places to sit and enjoy; More open access; Commuter routes; Fitness trails; Greater amenity value.

Summary The canal runs east-west through Two Waters and today provides a water link for leisure users. There is plenty opportunity to make better use of the water's edge through recreation and the provision of public squares and spaces and amenities that embrace the local context.

7. Apsley Marina

The Current & Potential Five Qualities The Paper Mill; The church; The waterside access; The pub.

Summary Apsley Marina is a site full of heritage and is increasing its popularity as a destination point. The marina allows interaction between the built environment and adjoining waterway, embracing the opportunity to encourage water transport to moor and enjoy the local eateries and green spaces beyond.

8. Other areas of note

Potential new railway station (near junction of Two Waters Road and A41); Bus station; Apsley residential and industrial mix area; Apsley railway station; Roughdown Avenue and common area; The land between railway, the A41 and Two Waters Road; The gas works site; The Two Waters Road and London Road junction; Links to Hemel Hempstead Town Centre.



Copies of Workshop
Materials



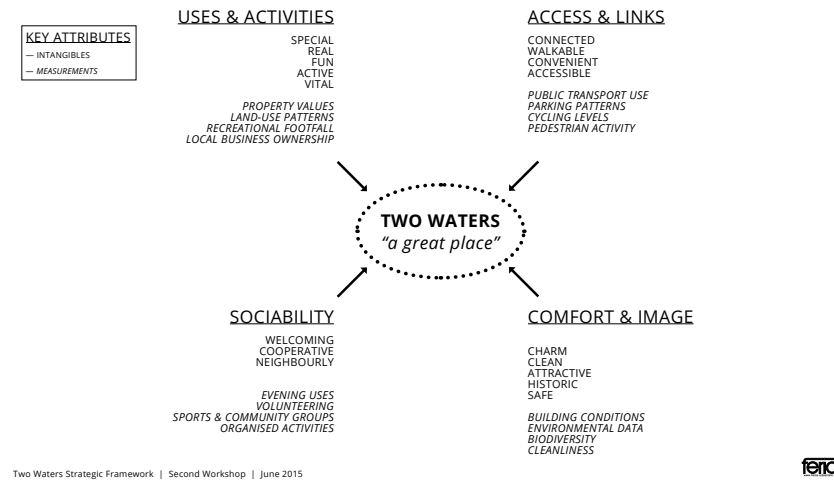
The materials at the first workshop enabled a wide range of views on the Two Waters area to be expressed and these results directly informed the scope and content of the second workshop.



The tasks at the second workshop were designed to reveal a richer range of information and opinion on the future of Two Waters and this directly informed the strategic framework.

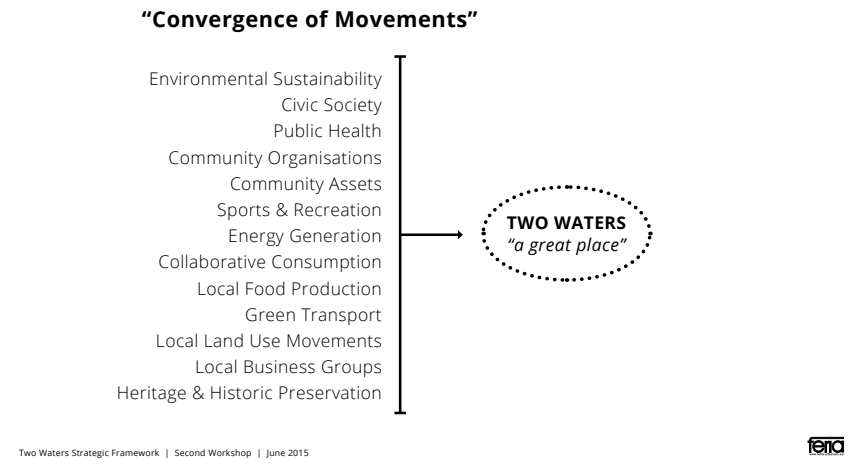
What Does Success Look Like? 08

It is proposed that the following four key attributes contribute to a great place — i.e. uses and activities, access and links, sociability and comfort and image. Each are experienced as intangibles but can also be measured. Can you add other intangibles specific to Two Waters? Can you add other measurements? What other thoughts do you have about how the success of Two Waters can be assessed in future?



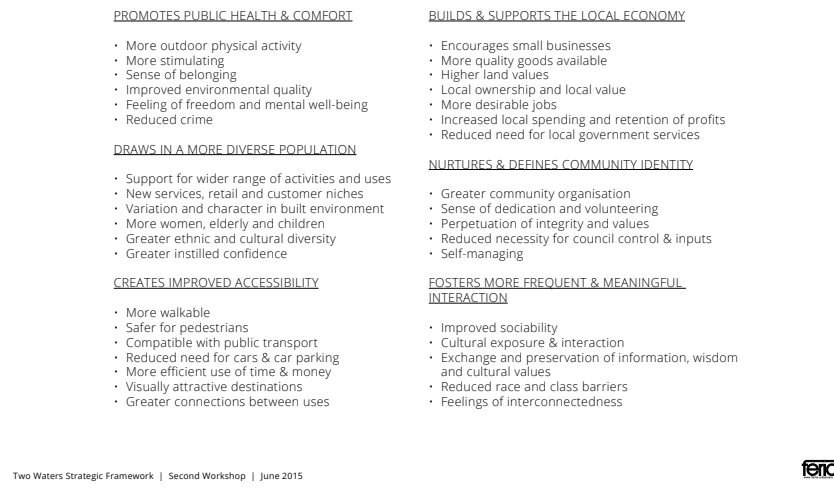
How Place-Making Connects to Other Movements 09

Making great places is not just about buildings, spaces, planning and architecture. Many other local movements are now converging to help create the life and vitality that makes a great place. The strategic framework needs to create the conditions that allow these other movements to grow and flourish. Can you identify these movements in Hemel Hempstead? Can you name local organisations and interest groups that could be part of the Two Waters success story?



Benefits of Good Places 10

Below is a series of benefits that come from the creation of good places. How can these benefits be experienced in the Two Waters context? What other benefits can flow from a more successful Two Waters in the future?



“Power of Five” 11


Layering of uses can help create synergies that in turn help define districts or quarters. Based on this thinking, it is suggested that Two Waters needs five key destinations that each have five special qualities. This will immediately deliver 25 defining qualities to inform the strategic framework. Can this thinking be applied to Two Waters? If so, what and where should these be? Please mark on the plan below.



TASK 01
CHALLENGES

Rank the topics and issues to create a top ten list.

1st.	
2nd.	
3rd.	
4th.	
5th.	
6th.	
7th.	
8th.	
9th.	
10th.	

TWO WATERS STRATEGIC FRAMEWORK 


OPTIONS TO CHOOSE FROM

DEVELOPMENT PRESSURE
LOSS OF GREEN SPACES
BUILDING HEIGHTS
PEAK-TIME TRAFFIC CONGESTION
ACCESS TO WATERSIDE
FORMAL SPORTS & LEISURE PROVISION
WELL-CONNECTED CYCLING NETWORK
PEDESTRIAN CROSSINGS
PRESSURE ON RECREATIONAL LAND
SENSE OF IDENTITY

OPTIONS TO CHOOSE FROM

ARCHITECTURAL QUALITY
SENSE OF COMMUNITY
OFF-PEAK TRAFFIC CONGESTION
PRESSURE ON RAIL SERVICES
EMPLOYMENT SPACE — offices
EMPLOYMENT SPACE — workshop/industrial
EMPLOYMENT SPACE — work from home
HOUSING — more people living in the area
SMALL TOWN SQUARES & CIVIC SPACES
COMMUNITY ORGANISATION & STRUCTURE

TASK 02
Green Spaces





Use the coloured stickers to mark up the following categories of activities:

- formal recreation (e.g. team sports)
- informal recreation (e.g. fishing)
- passive recreation (e.g. walk-to-work routes)
- active recreation (e.g. jogging routes)

The above examples are not exhaustive. You may have your own ideas to add.

Please note what needs to be done to encourage more of these activity types in the future.

50cm 

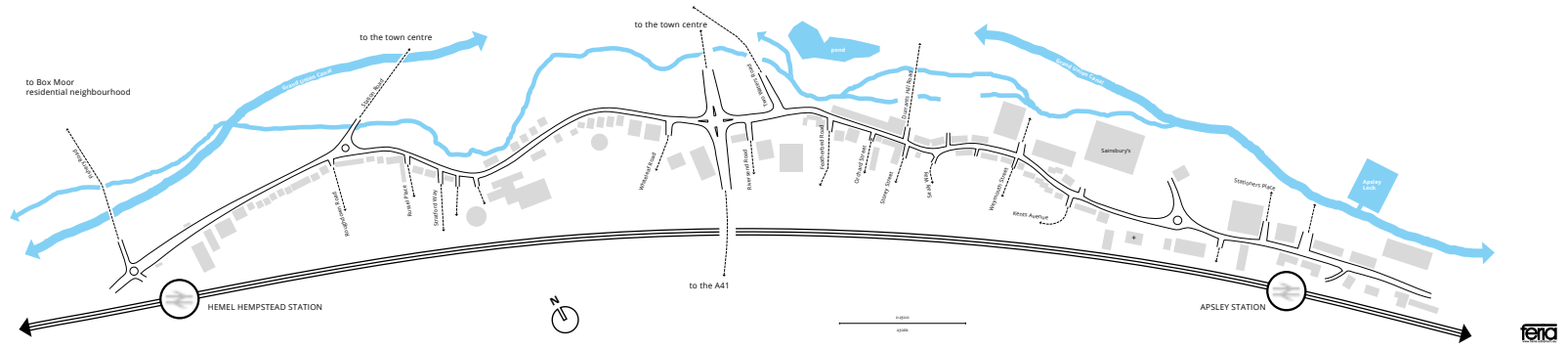
TWO WATERS STRATEGIC FRAMEWORK 

TASK 03
London Road

Note down all the issues and opportunities associated with the London Road corridor. Mark onto the plan comments about:

- walking (e.g. pavements, crossing points)
- cycling
- car parking
- traffic movements
- views to green space
- access points to green space
- important nature conservation areas
- landmark buildings
- new development opportunities
- local shops and services
- important businesses / employers
- important community services

The above list is not exhaustive. You may have your own ideas to add.



TWO WATERS STRATEGIC FRAMEWORK

TASK 04
QUALITIES

Rank the one-word descriptions for the Two Waters area as it is now to create a top ten list.

1st.	
2nd.	
3rd.	
4th.	
5th.	
6th.	
7th.	
8th.	
9th.	
10th.	

TWO WATERS STRATEGIC FRAMEWORK



OPTIONS TO CHOOSE FROM

- Inspiring
- Enterprising
- Green
- Serene
- Distinctive
- Unique
- Independent
- Clean
- Fun
- Productive

OPTIONS TO CHOOSE FROM

Safe
Friendly
Imaginative
Inclusive
Attractive
Harmonious
Open
Considered
Refreshing
Dynamic

TASK 05
Land Use Parcels

Note down your ideas for the future direction for each of the indicative development parcels (A – P) above:

- land use mix
- building heights
- architectural form
- access & movement
- landscape issues
- relationship to nearby green space
- relationship to nearby residential areas

The above list is not exhaustive. You may have your own ideas to add.

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TWO WATERS STRATEGIC FRAMEWORK

TASK 05
Land Use Parcels

A _____

B _____

C _____

D _____

E _____

F _____

G _____

H _____

I _____

J _____

K _____

L _____

M _____

N _____

O _____

P _____

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TWO WATERS STRATEGIC FRAMEWORK

TASK 06
Access & Movement

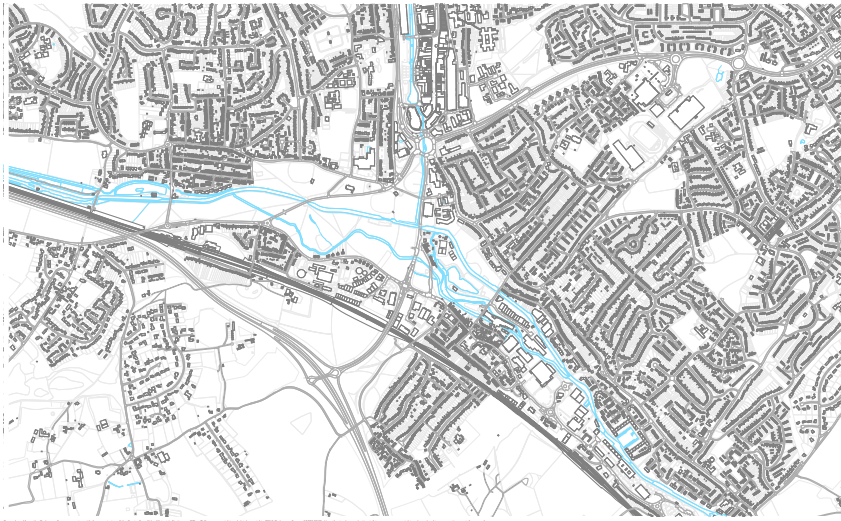
Note down the issues across the wider study area associated with:

- walking (e.g. pavements, crossing points)
- cycling (e.g. cycle routes, need for improved facilities)
- car parking
- services & deliveries
- traffic movements
- peak time queues & waiting times
- access points to green space
- access to and from the town centre

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TWO WATERS STRATEGIC FRAMEWORK

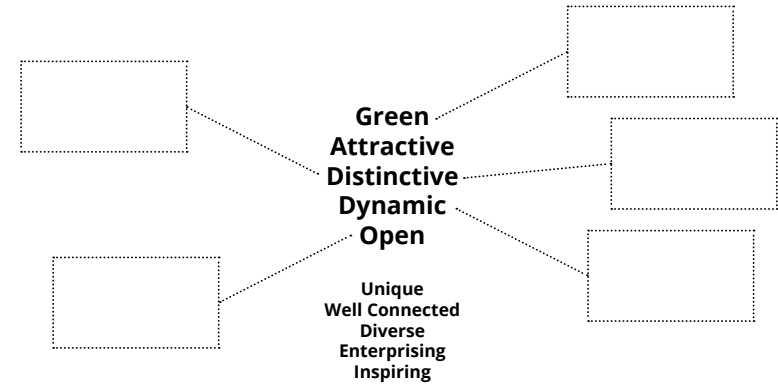
TASK 06
Access & Movement



Strengths & Opportunities

01

These were the top ten phrases used at the first workshop to describe the qualities of the Two Waters area. Please expand on the top five words below by explaining how you think these qualities can best be enhanced and represented on the ground.

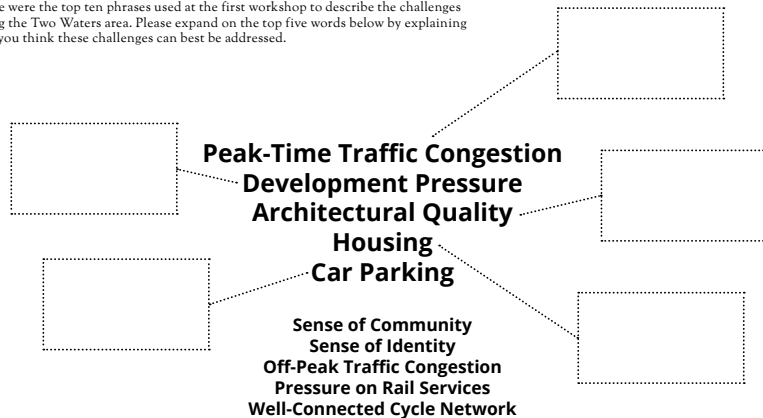


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Challenges & Constraints

02

These were the top ten phrases used at the first workshop to describe the challenges facing the Two Waters area. Please expand on the top five words below by explaining how you think these challenges can best be addressed.

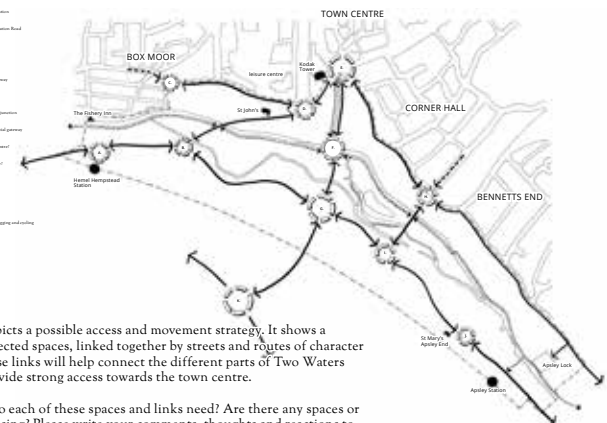


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Spaces & Connections

03

- Green public realm at Broad/Regent station
 - Improved pedestrian space London Road / Regent Road
 - Market Road / St John's Road Greenway
 - Market Road / Regent Road Greenway
 - "Edge Woodlands" - Town Centre Greenway
 - "Green Routes Cycle Route"
 - Green public realm at Apex / London Road junction
 - Green Lane / Florence Hill Road - residential greenway
 - Public High Street - an enhanced local centre
 - London's Greenway - with the River
 - All Access
- Green routes to walking, cycling and riding
 - All-weather walking routes



This diagram depicts a possible access and movement strategy. It shows a network of connected spaces, linked together by streets and routes of character and quality. These links will help connect the different parts of Two Waters together and provide strong access towards the town centre.

What qualities do each of these spaces and links need? Are there any spaces or links that are missing? Please write your comments, thoughts and reactions to this possible approach.

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Landscape & Public Realm 04

- The new square at Hemel Hempstead station
- Improved pedestrian space London Road / Bennet Road
- New landscaped bridge overlooking green space
- Taller buildings, arranged along western edge of Two Waters Road
- Revised new development of Magic Roundabout to provide additional car and cycle space
- Revised development on the north east corner of junction
- New new square and landscaped
- New new square to meet modern square for Apsley
- Large new landscaped square of big box retail park
- Revised emphasis on secondary squares

This diagram depicts a possible landscape and public realm strategy for the Two Waters area. It shows a new civic square at Hemel Hempstead station, new development edges overlooking green spaces, and a cluster of new developments with stronger landscape around the A414 / London Road junction. Access to water to the east of Two Waters Road is also opened up and made clearer and more inviting.

Please write your comments, thoughts and reactions to this possible approach.

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Building Heights & Urban Form 05

This diagram depicts a possible buildings heights strategy, with a cluster of taller buildings at the Magic Roundabout, Hemel Hempstead Station and the southern end of the A414 Two Waters Road. Suggested storey height ranges are shown in the boxes.

Stronger building frontages, but of a lower overall height, should be developed over time on the southern side of London Road and the eastern edge of Two Waters Road. Please write your comments, thoughts and reactions to this possible approach.

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Areas of Change 06

Hemel Hempstead Station

London Road / A414 Junction

On the inset plans above, please mark out the main changes you think would make a positive difference to these key areas.

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Areas of Change 07

Apsley

Two Waters Road

On the inset plans above, please mark out the main changes you think would make a positive difference to these key areas.

Two Waters Strategic Framework | Second Workshop | June 2015



Participant Lists for the Workshops

First Workshop — 13th May 2015

Chris Taylor — Dacorum Borough Council

Nick Brown — Dacorum Borough Council

James Doe — Dacorum Borough Council

Becky Oblein — Dacorum Borough Council

Laura Wood — Dacorum Borough Council

Julia Hedger — Dacorum Borough Council

Kevin Langley — Dacorum Borough Council

James Deane — Dacorum Borough Council

Odette Carter — Hertfordshire County Council

Rupert Thacher — Hertfordshire County Council

Andrew Freeman — Hertfordshire County Council

Nick Gough — Hertfordshire County Council

David Varney — Hertfordshire County Council

Matthew Wilson — HCC (Property and Development)

James Birnie — HH Town Centre Cricket Club

Paul Thompson — HH Town Centre Cricket Club

Michelle Joyce — Network Rail

Mark Wilson — Vincent Gorbings

Sarah Brown — Canal and Rivers Trust

James Clifton — Canal and Rivers Trust

M. Riaz — Two Waters Rd.

Alistair Ross — Bondlink Ltd.

Peter Philips — Box Moor Trust

Ian Richardson — Box Moor Trust

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Chris Taylor — Dacorum Borough Council

James Doe — Dacorum Borough Council

Becky Oblein — Dacorum Borough Council

Laura Wood — Dacorum Borough Council

Kevin Langley — Dacorum Borough Council

Mark Gaynor — Dacorum Borough Council

Graham Sutton — Dacorum Borough Council

Rupert Thacher — Hertfordshire County Council

Andrew Freeman — Hertfordshire County Council

Nick Gough — Hertfordshire County Council

David Varney — Hertfordshire County Council

Alyson Fricker — Hertfordshire County Council

Matthew Wilson — HCC (Property and Development)

Mark Wilson — Vincent Gorbing

Sarah Brown — Canal and Rivers Trust

James Clifton — Canal and Rivers Trust

Roger Hands — Dacorum Heritage Trust & Box Moor Trust

Charles Costin — Arriva

J. Barker — Shendish Manor Hotel

N. Moss — Shendish Manor Hotel

Stewart Kellie — National Grid

Ambi Singh — Symbio







