

East Hemel

Stage 2 Engagement Report

May 2025

Executive Summary

This document forms a record of the main elements of **Stage 2** of the **Community and Stakeholder Engagement Programme** for East Hemel.

The purpose of the Stage 2 engagement events was to involve the community in exploring and developing solutions to some of the challenges and ideas raised throughout Stage 1. This involved an educative and collaborative approach, where local residents and stakeholders participated in a series of events designed to increase their understanding of the site, its constraints, and how key challenges might be overcome.

The three main component stages of the Stage 2 Engagement Programme were:

- | | |
|---|--|
| 1. Community Site Visit | 28 th January 2025 |
| 2. Community Design Workshops | 29 th & 30 th January 2025 |
| 3. Community Drop-In Exhibitions | 26 th & 27 th February and 1 st March |

At these Stage 2 events, held over several days between late January and early March, The Crown Estate (TCE) and project design team engaged with around 500 people (including some who participated in more than one event). This included 111 at the Community Site Visit/Design Workshops, and 378 at the Community Drop-In exhibitions. There were 19 feedback form responses to the Community Site Visit/Design Workshops, and a further 48 relating to the Community Drop-ins.

Community Site Visit

The Site Visit took place on Tuesday 28th January 2025, 12:00 – 15:00, ahead of the Design Workshops. It allowed participants to familiarise themselves with the extent, topography and character of the East Hemel site. Participants joined members of TCE and the project team on a coach tour around the site area, stopping and disembarking at various key locations for a series of short briefings, from team members, and discussions to help with orientation and understanding of localised challenges and opportunities.

Immediately after the Site Visit, there was an opportunity for attendees to share their thoughts about the site. Feedback included comments about the level of noise from the motorway (M1). For some, this was not as bad as they had expected or experienced elsewhere, while others suggested that any housing would need to be placed as far from the motorway as possible, to mitigate the traffic related noise and pollution. Flooding was evident on the site visit (due to inclement weather in the days preceding) and questions were raised around future flood management. There was also a recognition of the three distinct areas/communities to which the

East Hemel proposals will need to relate, in the North (Woodhall Farm & Redbourn), the centre (Maylands) and the South (Leverstock Green).



Discussions took place during the site visit, enabling people to explore the implications of the project in its setting

Community Design Workshop

Over the following two days, Wednesday 29th and Thursday 30th January 2025, participants of the Community Design Workshop were led through a series of briefing presentations and workshops that helped to broaden knowledge of the issues and opportunities at East Hemel.

Members of the multi-disciplinary design team explained the planning objectives and development ambitions and worked with attendees to explore and express their ideas and visualise collaboratively developed solutions.

As part of a two-way learning process, the workshops allowed the project team to draw upon community perspectives and to utilise the depth of local knowledge in the room, including about the area's rich heritage and history, and any social and cultural dimensions relevant to the project.



Community design workshop during a group task

The morning of **Day 1** included overview briefings on the prevailing planning policies, and the role Hemel Garden Communities (HGC) plays in relation to East Hemel, TCE's Vision themes and the Masterplan parameters.

Working in small groups, attendees reviewed the East Hemel Vision and policy context and set parameters as a starting point and discussed what will make the East Hemel plan and place distinctive. In the afternoon, there were more technical briefings and group discussions on:

- landscape, ecology, public open space
- neighbourhoods, centres, facilities and employment
- movement and connectivity
- homes and sustainable living

In the evening there was an online update session for those who were unable to attend in person during the day. The aim was to provide a summary account of the events of the day and share the issues, aspirations and ideas discussed thus far.

Day 2 included a recap of Day 1 activities and briefing presentations on employment, sustainability and stewardship, before attendees explored these in more detail. The final afternoon was spent developing approaches to the three sub

areas – North, Central and South – in order to reach a stage where a composite plan could be drawn together.

At the close, participants were invited to provide feedback on the Site Visit and Design Workshop approach and outcomes, via a hard-copy or online version of the feedback form.

Analysis of the feedback revealed that participants found the whole exercise useful and informative, providing an opportunity to learn and discuss the range of challenging issues that come with planning a development of this size and scale. Participants expressed their appreciation of being listened to and their ideas taken seriously by TCE and design team. There were issues voiced around the impact and management of traffic, the quantum, type and tenure of housing, engagement with a wider demographic, including the Gypsy and Traveller community. Participants conveyed a greater awareness and understanding of the whole process, including different long-term stewardship aspects.

A short video documenting the site visit, design workshop sessions and feedback from participants, can be viewed here <https://www.easthemel.co.uk/engagement>.

Community Drop-in Exhibitions

The Community Drop-in Exhibitions provided an opportunity to share the ideas emerging from the Design Workshops with the wider community. These were displayed on exhibition panels and included written descriptions alongside illustrative content, which had been further refined by the design team following the workshops.

Attendees were able to review and discuss the potential solutions and suggestions with TCE and design team members at these drop-ins. Sentiment at the drop-ins was largely positive, with many attendees expressing support for the ideas on show, while others continued to have some concerns, and there was an understanding that some ideas needed further development.

Attendees largely confirmed and agreed with the key issues raised during Stage 1, with many adding layers of additional detail and nuance.

Feedback forms were available at each of the drop-ins and online to help gauge areas of support or concern, or aspects missing from the material presented.



A busy drop-in exhibition at Leverstock Green Primary School

Key Feedback Themes and Outcomes

Throughout Stage 2 a number of key themes were evident, many of which related to the feedback received during Stage 1.

There was often support expressed from attendees and participants for the approach of TCE and its **engagement process**.

There continue to be concerns about the **traffic** load around the M1 and the impact on neighbourhoods throughout local areas, including rat-running.

Connections were considered important, both internal and external to the East Hemel site. There is a consensus that **strong public transport** will be key in delivering a liveable place and that the Sustainable Transport Corridor will also be important in this respect. There was a recurring wider point about **the integration of East Hemel** into surrounding neighbourhoods and Hemel Hempstead, both logistically and socially. There was a keenness to **integrate and enhance nature** across the site as much as possible.

Many people were interested in the **quality of design** and in how the typology and materials of new homes and buildings might inform **the character of East Hemel**

and contribute towards the identity of new neighbourhoods. Ensuring consideration of and **provision for all abilities of user** within the design was consistently seen to be important, as was **flexibility and adaptability of spaces and buildings**, including homes, community buildings, employment space and open space. **Stewardship of local assets** was identified as needing careful consideration, with various ways to work with local people and partners identified to ensure lasting facilities and services.

Infrastructure continued to be a key discussion point, particularly relating to the importance of schools and health services and how key uses are clustered. The accessibility of such services was seen as important. There were a number of questions raised around the **Gypsy and Traveller community provision** across East Hemel.

The **phasing of development** was a recurring topic, with local people keen to see key infrastructure brought forward early on, and to understand the sequence of change over time.

Next Steps

The engagement programme for East Hemel continues, ensuring that the outputs and feedback received are shared effectively with the design team, as well as progression of the masterplan being shared with the community. The next steps are:

- **Spring 2025: Design update** – The design team will continue to work on the design evolution of the masterplan taking account of the collaborative work at the design workshop and feedback from the February drop-ins.
- **July 2025: Share latest masterplan** – The project team will prepare for the Stage 3 Engagement, with a series of community exhibition drop-ins and briefing sessions to be held in July.
- **Early Autumn 2025: Application preview** – Having reviewed feedback from the Stage 3 events, the project team will refine the plan, and related planning application documentation, ready for submission. There will be an opportunity at this stage for the community to get a preview of the masterplan that will be submitted.
- **Autumn 2025: Outline Planning Application Submission** – The application will be submitted in Autumn 2025.

Contents

1	Introduction, format and programme	10
1.1	Purpose of Stage 2 events	10
1.2	Publicity, registration and attendance levels	11
1.3	Online pre-event briefing	12
2	The Community Site Visit	13
3	The Community Design Workshop	19
3.1	Purpose of Design Workshop	19
3.2	Day 1 Morning	19
3.3	Day 1 Afternoon	31
3.4	Close of Day 1	45
3.5	Online Workshop Update (Day 1 evening)	47
3.6	Day 2 Morning	49
3.7	Day 2 Afternoon	63
4	Community Drop-ins	74
4.1	Locations, schedule and attendee numbers	75
4.2	Event format	76
4.3	Key exhibition drop-in themes	77
5	Themes & Issues	78
6	Responses to the children's activity	85
5	Next Steps	88

Appendix A	Analysis of responses to site visit & design workshops
Appendix B	Analysis of exhibition feedback
Appendix C	Exhibition panels
Appendix D	Copy of invitation flyers
Appendix E	Letters received

The report has been compiled by Kevin Murray Associates (KMA) from the diverse range of events, material and contributions to provide a factual record of the East Hemel Stage 2 Engagement. Apologies are offered for any omissions or misinterpretations.

The report does not constitute the views of The Crown Estate, design team, Hemel Garden Communities or either St Albans District Council or Dacorum Borough Council.

1. Introduction, format and programme

This report is a record of the Stage 2 engagement for East Hemel, which included the **Community Site Visit** held on Tuesday 28th January, the two-day **Community Design Workshop** held on Wednesday 29th and Thursday 30th January, the **Online Update Session** held on the evening of Wednesday 29th January, and the **Community drop in exhibition events** on Wednesday 26th February, Thursday 27th February and Saturday 1st March.



1.1 Purpose of Stage 2 engagement

The overarching purpose of the Stage 2 engagement was to bring together knowledge from the local community and a range of professional perspectives involved, and to equip the local community and stakeholders with information on several themes, to help move the discussion from identifying issues towards problem solving and solutions.

The detailed purposes of the component parts of the Stage 2 engagement are described in each of the relevant sections.

Community Design Workshop



Site visit



Share observations + ideas



Collaborative design work



Review and feedback

Collaborative	– innovative, place-focused engagement
Progression	– diverse views inform masterplan
Dynamic	– people see ideas being discussed, integrated – from site observations to more detailed design

Briefing slide describing the purpose and format of the Design Workshop process

1.2 Publicity, registration and attendance levels

Publicity

As with Stage 1 engagement, a publicity flyer (Appendix D) was sent to homes and businesses in the immediate site area and neighbouring villages, inviting them to the Stage 2 Site Visit and Design Workshops. In addition to this, an invitation was also shared, directly by email, with those people who had expressed an interest in staying in contact and informed of future events and/or had been involved as part of the Stage 1 engagement Drop-in Exhibitions and Cambridge Study Tour. A second flyer (Appendix D) with information and details about the drop-in exhibitions was mailed out approximately two weeks ahead of the first drop-in at Redbourn Village Hall.

Registration

To aid planning and preparation, people were invited to register, in advance, for the site visit and design workshops. There was flexibility built into the programme to allow those interested to attend as much or little of the events as they were able to. A number of people were able to attend all of the events, whilst others joined for specific parts.

Attendance numbers

Attendance at the events was as follows:

Event	Date	Time	Attendance
Online pre-event briefing	14 January 2025	18:00 – 19:00	20
Site Visit	28 January 2025	12:00 – 15:00	29
Design Workshop	29 & 30 January 2025	09:00 – 17:00	74
Online Workshop Update	29 January 2025	18:00 – 19:00	8
Redbourn Drop-in	26 February 2025	17:00 – 20:00	129
Maylands Drop-in	27 February 2025	12:00 – 14:00	34
Woodhall Farm Drop-in	27 February 2025	17:30 - 20:30	68
Leverstock Green Drop-in	1 March 2025	12:00 – 15:00	147
TOTAL			509

The attendance numbers, above, do not include representatives from TCE or the specialist design team members, or the Kevin Murray Associates (KMA) team who were facilitating the events.

1.3 Online pre-event briefing

The online pre-event briefing webinar, held on Zoom, took place on the evening of Tuesday 14th January from 18:00 – 19:00. It was designed to give attendees an overview of the purpose and what to expect of the forthcoming engagement events, including the site visit and design workshops.

During the session, there was an introduction to TCE and members of its specialist design team, some background context to the East Hemel site, details of the community engagement programme, explanation of the design workshop format and the key themes that would be explored during the workshop process.

2. The Community Site Visit

The East Hemel **Site Visit** took place on the afternoon of Tuesday 28th January, from 12:00 – 15:00. There were 29 local resident and councillor attendees, in addition to representatives from TCE and the wider project team, making a total of 42 people in attendance.

The session began with the group meeting at Adeyfield Free Church, for a short briefing, before boarding the mini-buses and heading to the site (see route map below). The site walkabout lasted approximately 1 hour and 30mins, exploring the extent of the East Hemel site area, looking at internal and external views, experiencing first-hand the topography, landscape setting, hedgerows and footpaths. There were specific pauses during the walk to highlight and share points of interest, while the participants were also encouraged to point out features and make observations, as well as ask for clarification from the design team members.

Whilst the site visit event was facilitated by KMA, the site walkabout was led by **Katherine Keyes** of Prior + Partners, **Sheena Bell** from Gillespies and **Marcus Della Croce** from SLR Consulting, who are all members of the TCE specialist design team.



Site visit route map

The Site Visit served as an inclusive mechanism for learning and sharing information about the area in order to:

- Broaden shared knowledge, which can last years into the project
- Increase familiarity and understanding of detailed site issues
- Discuss features, elements, conditions, relationships, opportunities
- Look beyond the edges of the East Hemel area
- Bring knowledge into design workshops

Initial reflections

Following the site visit, the group returned to Adeyfield Free Church and shared their initial reflections about the site. There were general comments on the large scale and nature of the site, the steepness of the topography in some areas, the current land uses in the area, and the level of noise from the motorway (the M1). For some the noise was not as significant as they had expected or experienced elsewhere. Others suggested that any housing would need to be placed as far from the motorway as possible to mitigate the traffic related noise and pollution.

Flooding was evident whilst on the site visit (due to inclement weather in the days preceding and on the day itself) and questions were raised around future flood management. There was also a recognition of the three distinct areas/communities to which the new development will need to relate – in the North (Woodhall Farm & Redbourn), the centre (Maylands) and the South (Leverstock Green).

The site visit received positive feedback from participants (See Appendix A), many of whom, as a result, then attended the Design Workshops on the following two days. The visit not only provided a shared place-learning opportunity but set the tone for a collaborative approach to developing the masterplan.



Pre-visit briefing at Adeyfield Free Church and arrival at first stopping point, Westwick Farm



Group at the southern end of the site, Westwick Farm



Viewing the Breakspear Depot area



Group visiting Wood End Farm and surrounds



k at Adeyfield Free Church, sharing reflections on the site and its issues

3. The Community Design Workshop

The Community Design Workshop was held on Wednesday 29th and Thursday 30th January 2025, at Adeyfield Free Church., from 09:00 – 17:00 on both days.

3.1 Purpose

The purpose of the **Design Workshop** was to provide an opportunity for local residents, businesses and stakeholders to work collaboratively with TCE and the specialist design team and

- reflect on some of the key issues and challenges raised during earlier stages of engagement
- focus on the spatial design topics, such as uses, layouts, integration
- broaden and deepen the shared knowledge and inputs
- build a shared approach to the emerging masterplan

3.2 Day 1 Morning

Introduction

Following a welcome from **Jo Bradford**, External Affairs Manager at TCE, **Kevin Murray**, Director at KMA, as lead facilitator, set the scene for the next two days.

Kevin presented the East Hemel site and area of focus (shown on the map below) and confirmed participants in the workshop over the two days, including resident and community members, Parish Council and civic organisation representatives, key interest and community groups, agencies and service providers and local authority and HGC representatives. This was in addition to TCE and design team members.



Opening of the Design Workshops, outlining the process of engagement to date

Kevin outlined TCE's wider engagement programme, setting out the stages that had preceded the design workshop and what was still to come.

Kevin provided a summary overview of feedback from the Stage 1 drop-ins, which took place in October 2024 and the Cambridge Study Tour in December 2024.

Headline themes and areas of concern and how they are being taken into consideration in the Masterplan, included:

Themes	Areas of Concern	Masterplan Considerations
Traffic crossings & connections	Congestion, routes, rat-running, safety	Prioritising modal shift measures to reduce car use; Testing impacts and decisions on the wider network; Infrastructure requirements
Public transport	Noise, air quality/ pollution, horses	Noise testing and mitigation; Bus routing, stops and multi-modal transport hubs; Leisure routes
Active travel	Nickey Line, walking and cycling routes	Prioritising active modes within the site and into wider network; Nickey Line character and crossings
Green space	Country Park, leisure and play, wildlife, timing	Character and mix of open spaces; Wildlife corridors and habitat creation; Phasing and access to amenity
Housing	Numbers, types, location, design, who for?	Approach to density across the site Diverse housing mix
Character	Identity, authenticity, association, brand	Movement networks that stitch into the existing ones; Continuing the legacy of green space & play, centres and facilities
Local services and facilities	Health, schools, shops	Local centres location and mix; Schools and health integrated into centres
Jobs	Types, access, skills, opportunities	Mix of employment spaces – supporting a mix of businesses and sectors - linking with Hertfordshire's Economic Strategy
Relationships & boundaries	Other areas and centres, organisations	Complementing existing centres & facilities; Creating amenity for existing residents

Fairness &
trust

Of TCE, Councils,
agencies, developers

Continued engagement and transparency

A more detailed account and report of the Stage 1 engagement and Cambridge Study Tour can be found on the East Hemel website at www.easthemel.co.uk/engagement.

Briefing presentations

The morning continued with a series of briefing presentations, to inform discussion and thinking over the coming two days, that set out:

1. The Planning Context for East Hemel
2. The Crown Estate Vision Themes
3. The Masterplan parameters

1.The Planning Context for East Hemel

Heather Pugh, from DLA set out the local planning framework under which the East Hemel outline planning application will be considered.

Planning Policy framework

TCE are working within a plan-led system. St Albans District Council (SADC) & Dacorum Borough Council (DBC) are bringing forward local plans in a similar timeframe to set the policy framework for allocations:

- **SADC Local Plan** submitted to PINS on 29 Nov 2024; Inspectors have been appointed for Examination
- **DBC Local Plan** Reg. 19 consultation closed 17 Dec 2024; DBC now preparing to submit Plan for Examination

The **Hemel Garden Communities (HGC) Programme** also informs the process with

- a focus on transformation of Hemel Hempstead and
- to capture benefits beyond provision of new homes

The HGC Framework Plan documents are a key part of the local plan evidence base, advocating a coordinated approach to development and infrastructure planning. The Concept Plan for HGC Growth Areas (shown on next page) is included within both local plans.

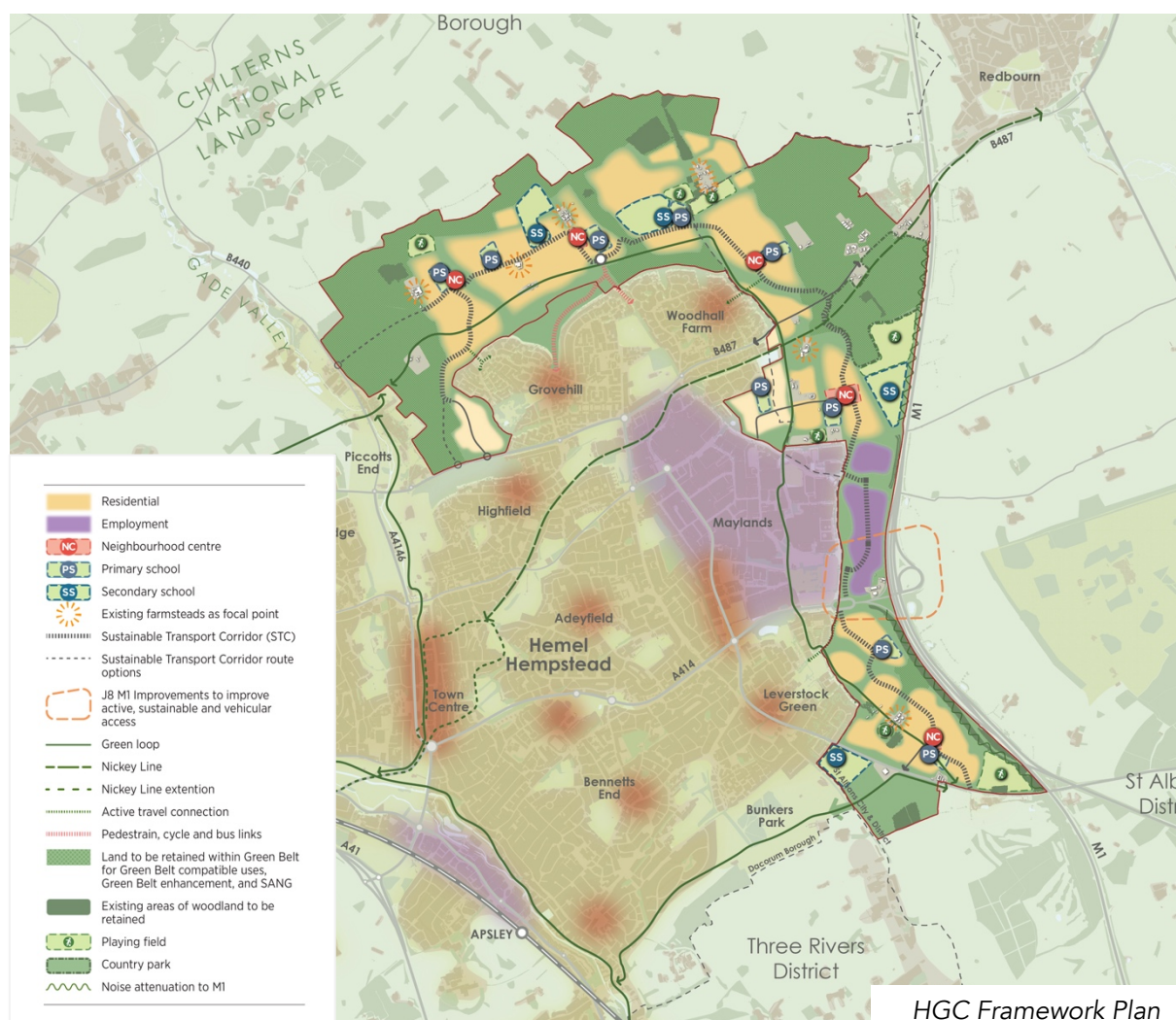
Local plan requirements

The East Hemel allocation falls within the SADC administrative area – three site allocations (H2, H3, H4) within the Local Plan. The SADC Local Plan and its evidence base helps to establish:

- Locations for sustainable development

- Housing need up to 2041:
 - 14,603 new homes needed: 5,500 in HGC Growth Areas (with 4,300 to 2041).
 - Employment needs: 10,000 new jobs in HGC (6,000 as part of EHH).
- Level of affordable homes (40%)
- Review of the Green Belt boundary
- Environmental protections, including requirements for SANG

Supported by an Infrastructure Delivery Plan, setting out key infrastructure including schools, open spaces, transport provision, health centres, etc. Each site allocation has its own list of policy requirements.



Planning application programme

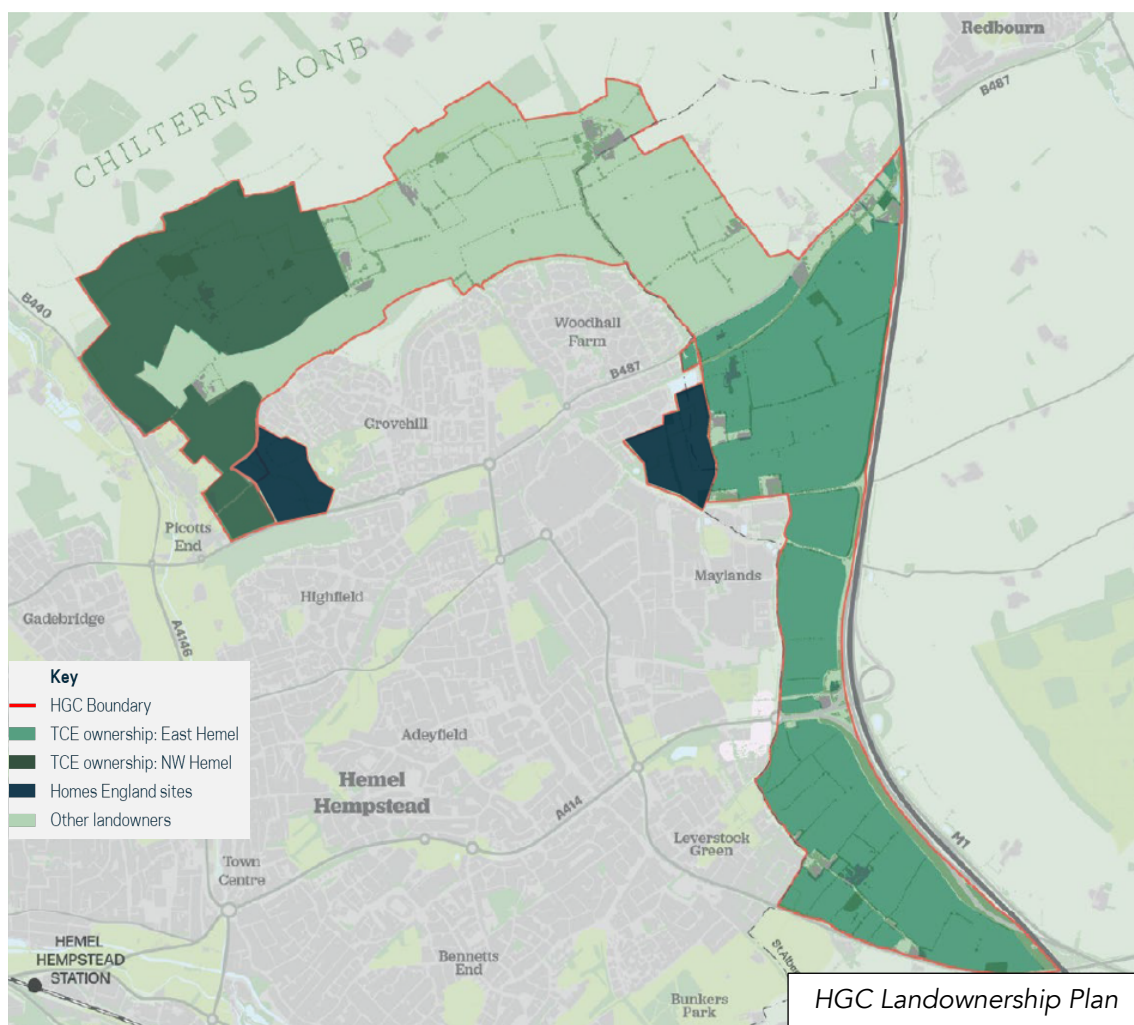
TCE will be submitting the outline planning application in Autumn 2025, following further studies and engagement with the community.

2.The Crown Estate and its approach to East Hemel

Jo Bradford, Adrienne Chan and Luke Garrett, all from TCE, provided some background on TCE, how it operates, and their land ownership and long-term commitment to East Hemel.

TCE have been working closely with HGC, DBC, SADC and Hertfordshire County Council (HCC) to develop the HGC Framework Plan to ensure that growth around Hemel can be planned in a comprehensive and cohesive way. TCE

- Are the majority landowner across the HGC growth area. Its ownership extends to c.1,000 acres at East Hemel and c.400 acres at NW Hemel
- Have a unique status, strategy and scale of landownership which means they are uniquely placed to take a long-term view on development of this scale
- Strongly support the comprehensive and coordinated approach to development across the HGC growth area
- Are committed to supporting the wider transformation of Hemel beyond their direct land ownerships
- Are committed to early investment, supporting community priorities and long-term stewardship



Jo, Adrienne and Luke then set out TCE's guiding principles and vision:

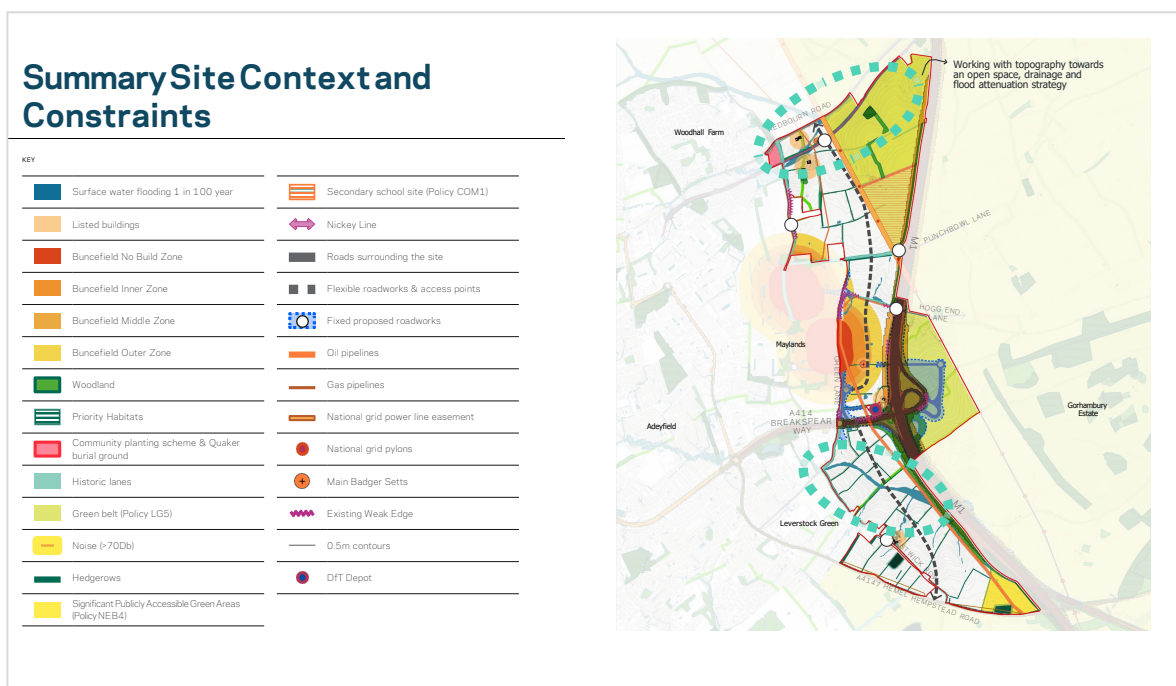
- Nurturing our natural world
- Connecting places and people
- Fostering prosperity and new economies
- Promoting community participation
- Celebrating pride of place

The TCE vision for "East Hemel offers an opportunity to innovate for the long-term, for the prosperity of local people, the nation and the natural world."

3.Masterplan parameters

Katherine Keyes and **Claire Perrott**, from Prior+Partners set out considerations that the design team have had to take cognisance of in developing the masterplan for East Hemel. They talked through the strategic context, looking at connectivity in the area, its relationship within the OxCam Arc, looking at economic growth with Herts IQ, the historic growth of the area, the influence of the 1947 Jellicoe New Town Masterplan, the urban structure and site constraints that need to be taken into account including:

- **Planning designations** – greenbelt; open space; education sites; employment zones
- **The environment** – slopes and valleys; surface water flooding; woodland; listed buildings; the Nickey Line; historic lanes; public rights of way
- **Utilities** – utilities easements; Buncefield; noise; properties surrounding site
- **Movement corridors** – road; fixed proposed roadworks; flexible roadworks & access points; Nickey Line; historic lanes



Site context and constraints plan

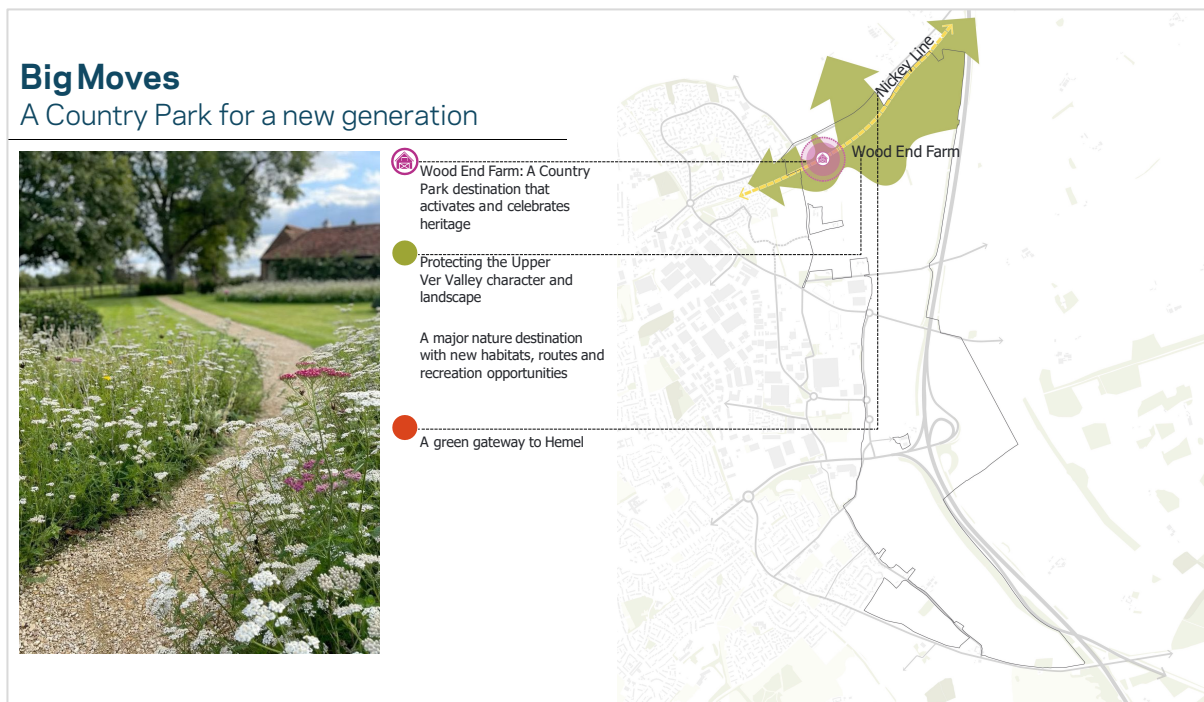
There are a number of spatial principles to consider, including:

- Working with topography, hedgerows and lanes to create a characterful and naturally resilient place
- Strengthening connections between new and existing communities
- Anchors and destinations to bring East Hemel to life
- Distinctive walkable neighbourhoods

Emerging Masterplan ideas

Claire and Katherine explored some 'Big Moves' for East Hemel, including:

- A country park for a new generation (see below)
- Regenerative landscapes for people and planet
- Intergenerational community living
- An integrated, active place
- A connected part of Hemel Hempstead



Slide illustrating the location and features of the Country Park

Questions and discussions

Following the presentations, there was an opportunity for questions and discussion, which included:

- How Leverstock Green's identity can be retained and protected?
- The challenges of effective integration between the existing and new development including the interface with the employment area.
- How the masterplan and pre-app relate to each other?
- The implications of work being done now being forgotten or lost over time



Plenary discussion as part of a briefing session

Workshop task

After the briefing presentations, participants worked in groups where they were asked to:

- Review the East Hemel (EH) vision and policy framework & set parameters as a starting point
- Discuss what will make EH plan/place distinctive based on their reading of the vision and policy frame
- Determine goals they feel are important in creating a distinctive place
- Provide headline outcomes

To ensure a range of themes were considered each group was asked to start with a specific theme, but were encouraged to consider other elements as part of their discussions. The groups and themes were as follows:

Group 1: **Economy and employment**

Group 2: **Movement and connection**

Group 3: **Housing and neighbourhoods**

Group 4: **Sustainability and biodiversity**

Group 5: **Culture, identity and heritage**

Group 6: **Services and local facilities**

Group outputs

The feedback from each themed group is summarised below:

Group 1: Economy and employment

The group discussed the needs of workers, businesses and commercial activity within the local area. Key discussion points included:

- The possibility of linking employers with local and regional education
- A trend of displacement from London, that can bring opportunities to grow creative industries
- A broader discussion about The Nickey Line and the need for lighting and CCTV to improve (the perception of) personal safety and the route being safe. It also necessitates improved surfacing, a nod to heritage, formalising crossings and well-designed vehicle crossings

Group 2: Movement and connection

This group discussed and mapped routes, features and issues related to movement around the East Hemel site. Key elements included:

- How people move, where they go, what potential issues need to be solved
- Consideration of wider movement networks, nearby towns, motorways and the patterns and strains related to them
- Agreement that the existing public transport network is poor, and making improvements is key to the success of East Hemel
- The issue of rat running through country lanes to the north, east and south of the site, and ensuring that East Hemel does not exacerbate the rat running
- Unanimous recognition of the issue of congestion around M1 Junction 8, with related issues on other local roads including the Redbourn Road, the A4147 through Leverstock Green to St. Albans

Group 3: Housing and neighbourhoods

Discussion included the needs of people coming to live in the new neighbourhoods, plus the following key points raised:

- Safeguarding housing for local people (rather than just Londoners)
- Variety of house types to suit different needs and demographics, household composition and tenure (ownership, shared ownership, housing association and renting), including options for younger and older people, i.e. downsizing
- Important to think about identity, people, clubs and organisations, services and facilities. But with popular neighbourhoods comes traffic and people
- There needs to be new centres (amenities such as shops and services) in East Hemel to serve the residential neighbourhoods
- Accessible amenities within walking distance for most people
- A need to take pressure off the current road network. It is important to consider off road movement for all abilities.



Day 1- Group Work, Exercise 1

Group 4: Sustainability and biodiversity

The group discussed the importance of biodiversity and ensuring the new development does not impact negatively on natural habitat for species but instead enhances it. Discussion focused on how the environment is managed, to ensure minimal impact on natural systems, such as surface rainwater drainage into the landscape.

Further discussion points included:

- Support for TCE's environmental objectives and a recognition that a sensitive approach to development can minimise disruption to nature
- The need to ensure that habitat is maintained for local wildlife, including insects, animals and birds. Homes are needed for wildlife, and ecosystems must be considered beyond the development's edges
- Any new development that poses a risk of localised flooding from rainwater runoff onto hard surfaces needs to be effectively managed across the site to reduce flood risk
- Hemel Hempstead already has a good network of green spaces, and there is an opportunity for enhancing biodiversity by integrating an extended network of wildlife meadows across the East Hemel site
- Good design principles to support and encourage behaviour change around how people move about and live, and the decisions/choices they make
- The capture of energy for secondary uses
- Opportunity for learning, experiencing and benefitting from the positive effect of human access to greenspace, on physical and mental health



Sustainability and biodiversity group in discussion

Group 5: Culture, identity and heritage

The group framed the needs of the new East Hemel communities partly around precedents set within the existing Hemel Hempstead new town. Key points included:

- Hemel Hempstead has distinctive and strong neighbourhood identities in residential areas.
- Social Infrastructure needs to be in place from the outset
- Reducing the travel burden to facilities/schools etc by making them easily accessible on foot and/or bike
- Integrating communities - tenure blindness, intergenerational
- Let people build their own community through festivals and events etc.
- Some historically separate areas, such as Leverstock Green have been incorporated as part of Hemel Hempstead but retain a sense of historic character and identity that is different from the new town neighbourhoods

Group 6: Services and local facilities

The group discussed ensuring that the new communities were, to a degree, self-sustaining with the land allocation (including reserved land for change, adaptation, growth and expansion), community amenities and social infrastructure to support this. Key points included:

- Local community centres are already operating at capacity; East Hemel needs new, flexible, multi-functional places that are able to serve different groups, with inclusively designed facilities that cater for a range of ages, abilities cultural needs etc.
- The area needs a mixture of flexible indoor and outdoor spaces and buildings to serve a range of needs, combining several amenities, such as sports, community activities, social clubs, healthcare, education, library etc.
- The topography can make provision of amenities such as sports pitches difficult, because flat land is needed
- Waterways and ponds can be seen as an important asset to the area
- Local sewerage is known to be at capacity. With thousands of new homes coming on line, upgrading or adding to current infrastructure is critical so that the existing system is not overwhelmed
- There are opportunities to create new connections to and from The Nickey Line, opening up new public paths and rights of way. These need signage to help with wayfinding and to highlight interesting information about the local area and environment

3.3 Day 1 Afternoon

Briefing presentations

Following lunch there was a series of short briefing presentations on:

- Landscape, ecology, public open space
- Neighbourhoods – centres and facilities, employment
- Movement and connectivity
- Homes and sustainable living

Landscape, ecology, public open space

Sheena Bell, from Gillespies set out the landscape context for the East Hemel site, including, existing designations, the topography, character areas, existing vegetation and Public Right of Ways (PRoWs) and connections. Sheena explained the ecology context and the suite of ecological assessments and surveys being undertaken. Sheena went on to share TCE's ecology and landscape principles for East Hemel.

Ecology principles

- Maintain ecological connectivity across the site
- Develop Green Infrastructure (GI) to protect and incorporate existing priority habitats where possible
- Minimise severance to existing green links such as lanes for new infrastructure
- Where damage is unavoidable incorporate habitat compensation
- The site is identified as a Woodland Enhancement Zone opportunity to create new areas of woodland
- Create a mosaic of new habitats including new woodland, calcareous grassland and wet areas (as part of the SUDs system)
- Aiming to exceed the minimum 10% BNG gain target

Landscape principles

Conservation of Upper Ver Valley character and retention of existing valleys in strategic greenspace.

1. Retention of site's natural assets wherever possible, integrating hedges and trees within green open space.
2. Integrating the existing lanes as active travel routes and ecological corridors or leisure use, including horse riding.
3. Establishing a GI network of green and blue spaces for people and wildlife connecting into the wider area.
4. Providing landscape buffers to sensitive edges and heritage assets
5. Re -purposing historic farmsteads for new community uses

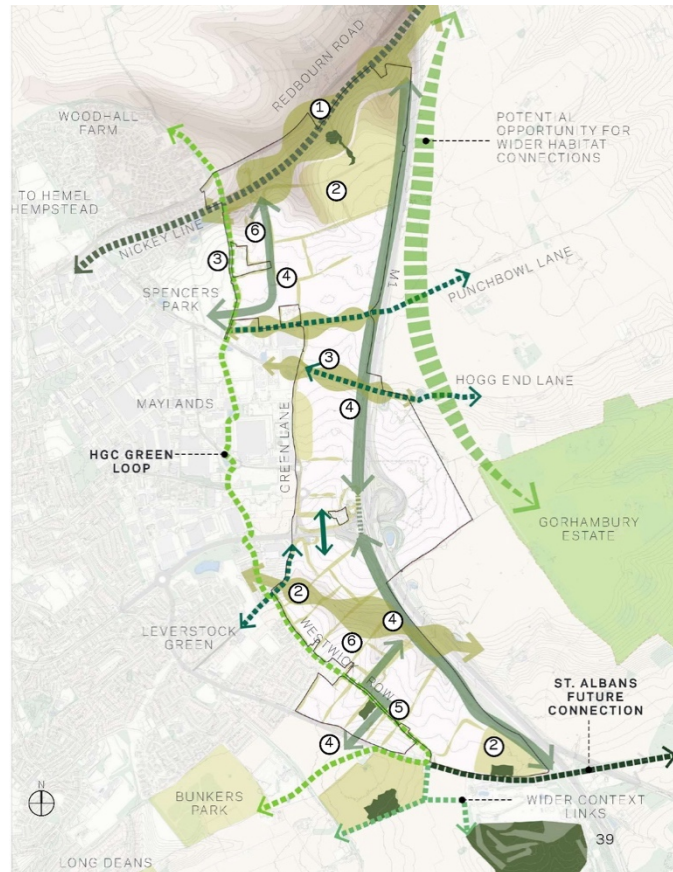


Diagram of landscape principles

Sheena explored opportunities for the provision of public open space, play, sport, productive landscapes and Suitable Alternative Natural Greenspaces (SANGs) in East Hemel. The masterplan will deliver a variety of different types and scales of new public open space, including:

- Parks and gardens
- Local amenity space
- Natural/semi-natural greenspaces
- Allotments & productive landscapes, such as community gardens
- Play spaces, for formal and informal play and for all ages, inclusive
- Sports areas

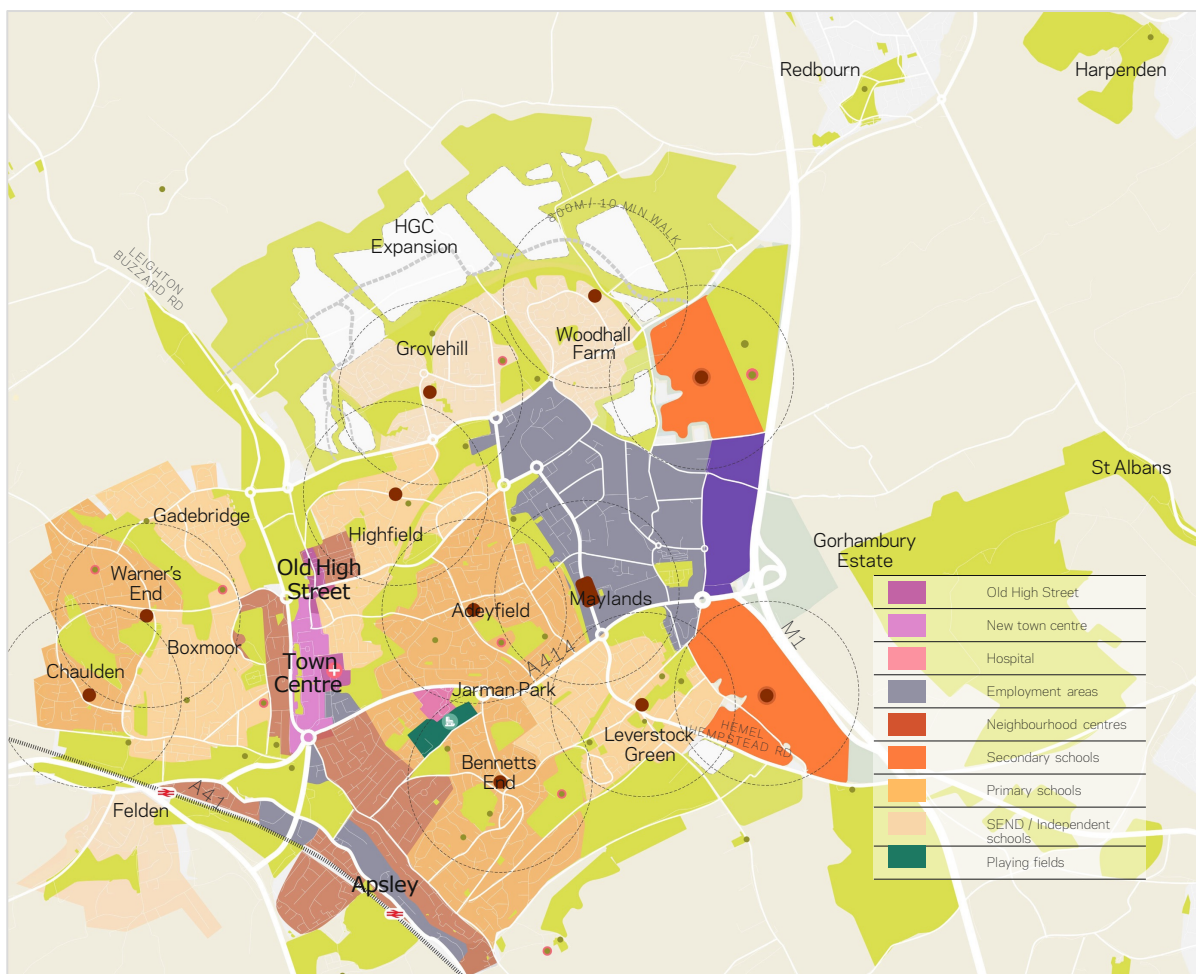
Neighbourhoods and Centres

The second briefing presentation of the afternoon, from **Katherine Keyes** at Prior + Partners covered neighbourhoods and centres. Katherine took the group back to the Jellicoe 1947 New Town Masterplan for Hemel Hempstead, as the basis on which to consider neighbourhoods and centres for East Hemel. The Jellicoe Plan had

- **6 new neighbourhoods** of 5-10,000 residents
- **Neighbourhoods** were separated from each other by green valleys

- Each neighbourhood was served by a **local centre** with shopping and community facilities
- With investment in **amenity and social infrastructure** - schools, churches, pubs, community centres, parks, playing fields, cinema, youth club

Katherine provided an exploration of the development of existing neighbourhoods and centres adjoining the East Hemel site that included Woodhall Farm, Maylands and Leverstock Green. East Hemel could follow a similar structure, with two new neighbourhoods and centres.



Plan showing East Hemel in wider context with land uses

Katherine went on to pose options, for the site, for participants to consider in their discussions:

1. What if East Hemel was a collection of small communities?
2. What if East Hemel was a single place with a district centre?
3. What if we preserved and centred all existing features?

Movement and connectivity

The next briefing presentation looked at movement and connectivity with **Marcus Della Croce**, from SLR Consulting. Marcus began by setting out HGC' Transport Vision Strategy, which states:

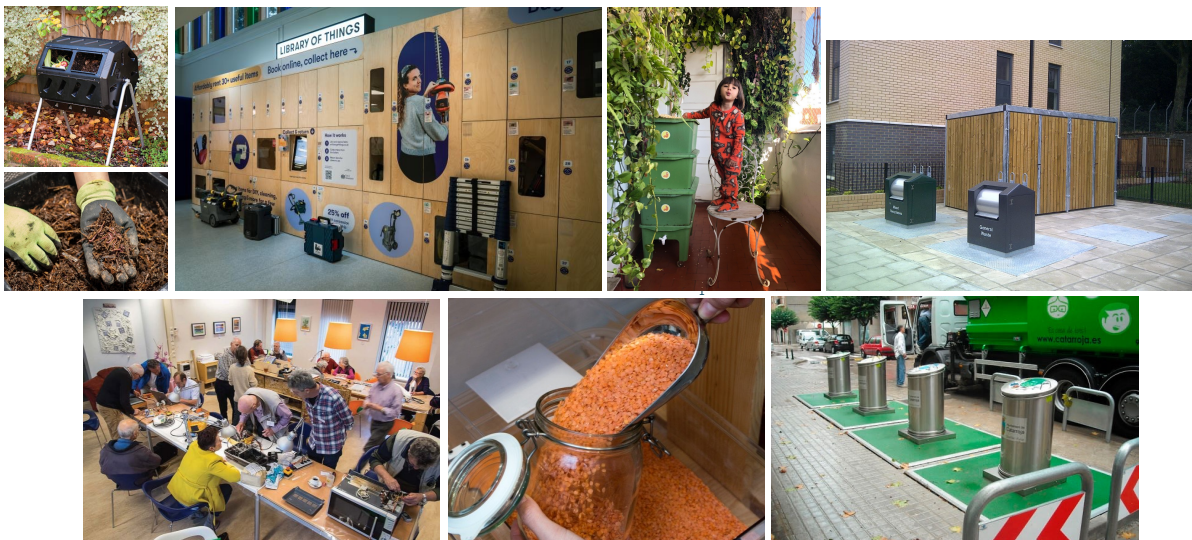
“By 2050, Hemel Hempstead will be a place where walking, cycling and public transport are the natural choice for local journeys, for residents and visitors alike. A place where at least 40% of all person trips from/to/within Hemel Hempstead, and 60% of all person trips from/to/within new Hemel Garden Communities neighbourhoods, will be undertaken by sustainable modes of travel. An innovative place, fit for the future, where high-quality transport networks prioritise local journeys and support decarbonisation. Well-connected neighbourhoods and employment areas will strengthen the local economy and promote sustainable growth and investment.”

Marcus highlighted opportunities, in East Hemel, for more walking and cycling links, public transport routes and a new Sustainable Transport Corridor (STC) which would route through the site, connecting to the existing road network.

Homes and Sustainable Living

The final presentation of the afternoon focused on homes and sustainable living, by **Gabriela Costa**, from Expedition/Useful Projects. Gabriela explained the key principles of sustainable living as:

- Sustainable mobility – different ways to travel without relying on a car
- Environmental protection and food supply – how we connect to nature
- Sustainable design and operation – energy efficient design and use
- Responsible consumption and reuse – recycling, waste reduction



Consumption, reuse and recycling, waste reduction

Katherine Keyes followed up by asking what's important in building a strong community? What types and tenures of houses are needed? What about the densities, low, medium, or high? What is needed to support local shops and services? What are the challenges and opportunities and differences across the Northern, Central and Southern neighbourhoods? The aim is to create a place that endures for centuries.



Different types and tenures of houses to support a range of residents

Questions and discussion

Following the briefing presentations there was a short discussion session with questions raised about:

- Whether the Ver Valley would be dry if not used for Hemel Hempstead's water?
- The Nickey Line, with the view expressed that it was not wide enough to be a proper green corridor, and the question of how proper, wide, green corridors would be provided?
- Energy efficiency and heating and cooling. Heat pumps were discussed as growing technology, and a growing need for cooling as a result of climate change. 'Passive cooling' techniques were discussed, with examples given involving building design and technology to reduce carbon emissions while keeping buildings cool
- The architecture of houses and buildings, with a preference for a variety of designs that could create more interest, rather than being "boxy or samey".
- There not being enough consideration of connections to St Albans, as well as westwards into Hemel Hempstead.
- Scepticism of the aim for a 60% reduction of car use on short journeys, with questions raised on how people might be persuaded, with the example of someone shopping and then having to carry a heavy load.

Workshop 2

Following the afternoon presentations, participants worked in 6 groups, each group had a different 'entry' theme:

1. Landscape, ecology, sports/play
2. Neighbourhoods – centres & facilities
3. Movement and connectivity
4. Homes
5. Sustainable living
6. Employment and workspace

The group task was to scope out:

- Site wide, issues, constraints, adjacencies
Goals, possibilities on plans – art of the possible, linking & integrating themes, inclusive design & other prerequisites
- Highlight constraints within each group/theme

Group Outputs

Landscape, ecology, sports/play



Landscape, ecology, sports and play group

The key points raised were:

- The needs of equestrian groups and individuals, both movement and leisure, need integrating
- Provision of amenities for all ages and demographics need consideration for sports and recreation activities, alongside the flexible and land-efficient use of space
- Distinct communities can have strong neighbourhood centres and identities, as well as being well-connected to each other

- The stewardship and management of community facilities can be undertaken by local communities, and perhaps existing community groups, and this may contribute to a sense of local pride
- Space and facilities can be utilised smartly, multiple uses across different days and times. Amenities can be operated locally and viably to generate income streams, becoming financially self-sustaining, as well as socially resilient
- There can be wildlife meadows and other natural spaces that are left alone. This will help nature to 'bridge' severed connections (such as across the M1), but also routes and links through and around the East Hemel site
- "Social prescribing" is a valuable link between health, community and outdoor assets
- The Nickey Line could be more activated and connected, with services and amenities linked to encourage people to safely and comfortably use

Neighbourhoods – centres and facilities

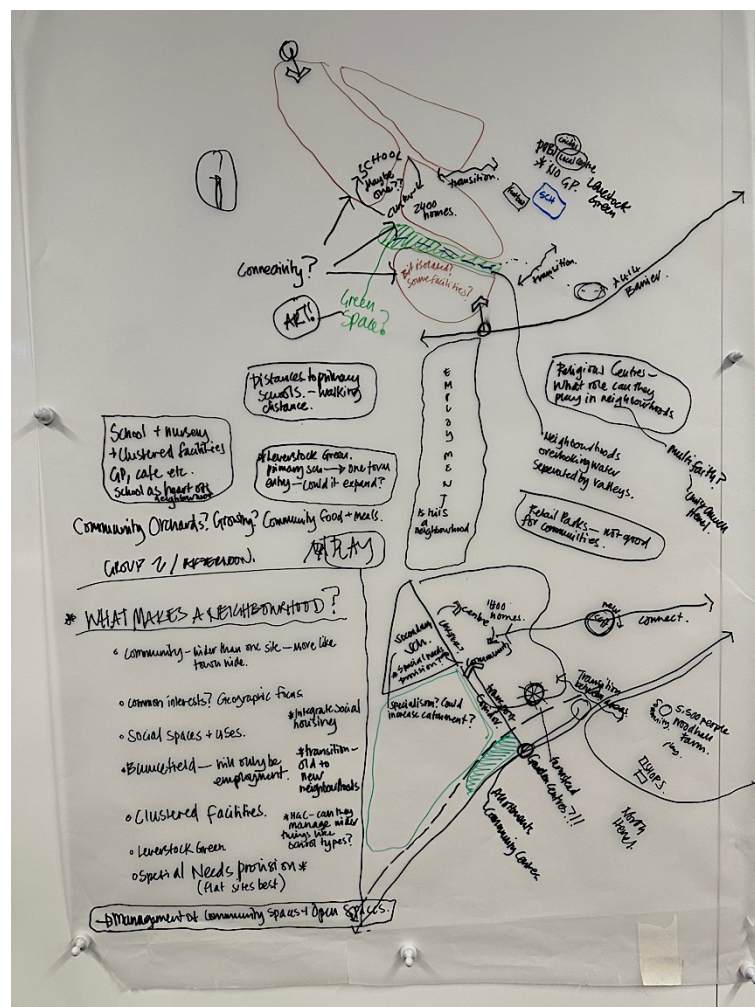


Group discussion about neighbourhood centres and facilities

This group's key points were:

- The community is wider than one place, both immediate East Hemel and wider Hemel Hempstead

- The clustering of facilities is important; social activity could revolve around schools, located in, near or around neighbourhood centres
- Consideration of Special Education Needs and disabilities is important and should not be overlooked, both in the provision of services, and the design of buildings and spaces
- Primary schools should be within walking distance, Secondary schools may be more important to be linked by cycling and public transport
- Valleys (steeper land) may be unsuitable for building but could be green corridor, or allotments
- Religious centres can play a role in providing spaces for community and private events
- A community orchard could be a valuable community resources, and could accommodate activities and social events
- Art could be linked to green space, for example flooded areas could become ponds, with sculpture etc.
- Local community shopping facilities are increasingly important to retain in the future, balanced with some larger shopping facilities
- There was a question raised around accommodating the needs of the Gypsy/traveller community



Visual output exploring what makes a neighbourhood

Movement and connectivity



Group discussion and sketching about movement and connectivity

The groups key points were:

- The M1 is the most significant barrier to local movement, but also potential opportunity. The A414 is also a barrier, while A4147 is the only route through Leverstock Green
- The Buncefield exclusion zone is an important consideration
- The Nickey Line presents an opportunity to improve east-west connections in the north of the East Hemel development, but east-west connections to the south of the site are more difficult to achieve
- Electric bikes maybe useful for hilly connections
- Public transport should be integrated with the site, including for longer distance connections (London, Luton)
- Certain land uses could be introduced on site so that people don't have to travel to services/facilities

- Shopping habits have and may continue to change – there may be smarter ways to shop in the future (ie drone / robot delivery technologies)
- Southern infrastructure required to support East Hemel, and limit impact on Leverstock Green
- Some lanes should be closed to prevent rat-running, or opened to alleviate pressure for locals.
- Links to St Albans and other local settlements can be improved, preferably through sustainable modes of travel

Sustainable homes and neighbourhoods



Group discussion and sketching about sustainable homes and neighbourhoods

The key points presented were:

- The balance of things a home needs to do, with linked points about outdoor space, and a sense that many developments are cramping outdoor space
- There can be a mix of private and shared outdoor spaces, but these need careful design to be safe and secure
- Materials, character and identity of buildings and public realm are important design considerations. Good design must not be monotonous - diversity in character and materials is important

Sustainable Living

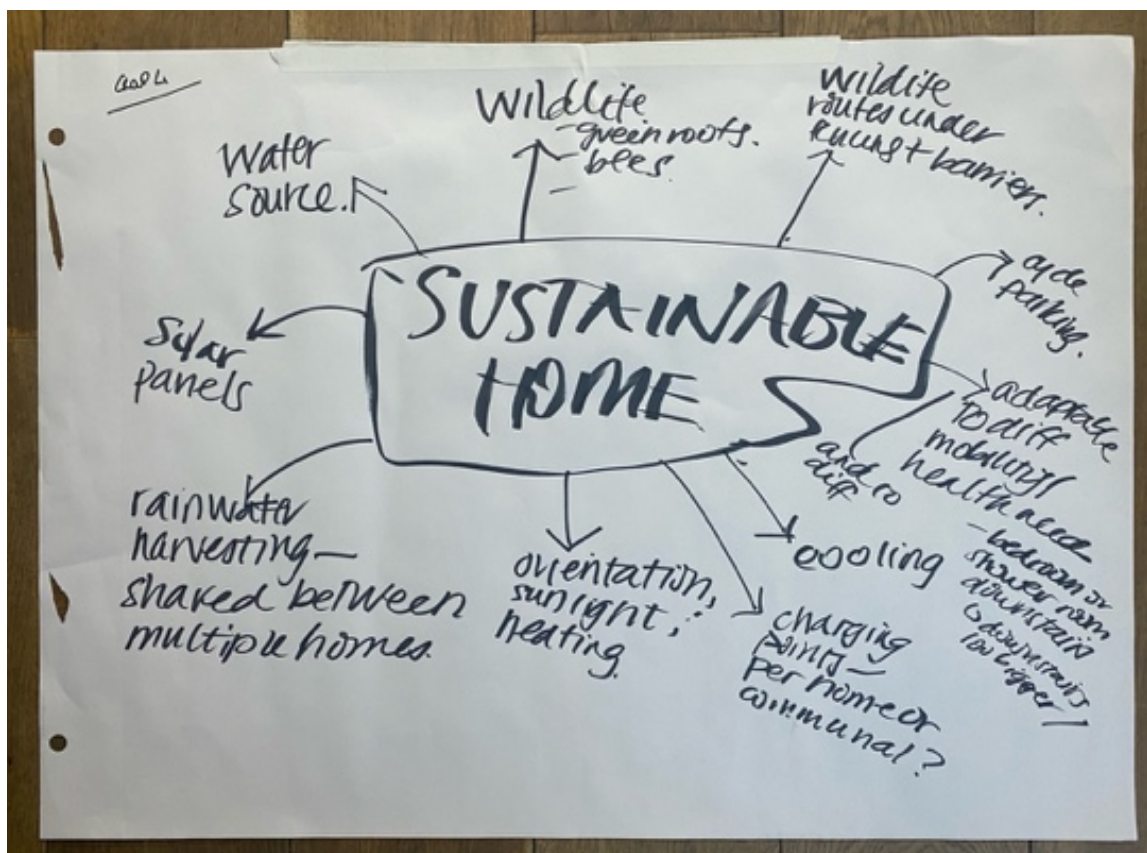


Group discussing sustainable living

This group considered how sustainable lifestyles could be supported by effective planning, design and delivery of a balance of technologies, approaches and thinking. The key points presented by the group were:

- There is an opportunity at Maylands to use rooves of warehouses to generate electricity
- Energy demand management can make use of smart technology to even out the demand on the grid to help make places more sustainable
- Car charging could be integrated with the employment area

- The sewerage system could be upgraded and updated to deal with new demand, with perhaps some sewage treated on site
- Multifunctional spaces that accommodate community use could enable more efficient use of land, with shared and clustered amenities closer together and more accessible with closer proximity to their catchment
- Access to recycling can be improved, with a 'second life' centre or community focused repair and reuse hub and programme. This could also involve resale of repaired items, which could provide a residual income to help community spaces to be financially sustainable
- Wastage could be disincentivised in some way
- Consideration needs to be given to how hazardous materials, such as electric vehicle batteries, are disposed of or recycled
- Innovative active travel solutions could play a role. One such example is a ride & ride, rather than park-and-ride, where buses can accommodate bikes for part of a journey, and avoiding the requirement for them to be left. This could go hand in hand with improve cycle and walking infrastructure from the south and east, connecting to St Albans
- The Nickey Line could be a bus route, though it is acknowledged that it is a popular walking and cycling route



Group output: mind-mapping the topic of sustainable homes

Employment and workspace



Discussion about employment and workspace

This group considered the needs of people living and working in Hemel Hempstead, and people who come to the town to work, as well as employers. The key points presented by the group were:

- The Maylands industrial estate has been in the process of change away from office buildings towards logistics and heavy industry. The employment area needs to respond to demand and macroeconomics.
- There could be a three-tier approach requiring some industrial logistics space to the north, innovation and office space to the south and a 'transition' zone i.e. manufacturing, with links to both other zones, in the centre

- Sectors considered for the employment area could include creative, film and television
- Wider activities that support employment are also important including schools and further education
- Effective links to Hemel Hempstead town centre and the local train stations are of critical importance
- The movement between East Hemel north and south neighbourhoods may be challenging, but buildings could be orientated along route in a thoughtful way i.e. office space facing onto north-south routes
- The employment area is an opportunity to create working hubs (flexi space), catering to people working locally, but wanting some space separate from their home setting
- Community and cultural uses important - make use of listed buildings, could they be turned into community buildings, maybe used for creative space
- Thinking about what makes a business community work - might there be nursery or similar in employment area, make it more welcoming
- Building flexi ground floor space in (particularly as meanwhile uses) so that they can evolve over time

3.4 Close of Day 1

Following the feedback presentations (images shown below and on next page), Day 1 was brought to a close, with thanks to all those who had contributed so far and a reminder of what would be taking place on Day 2. Participants were also reminded of the online workshop update taking place that evening.



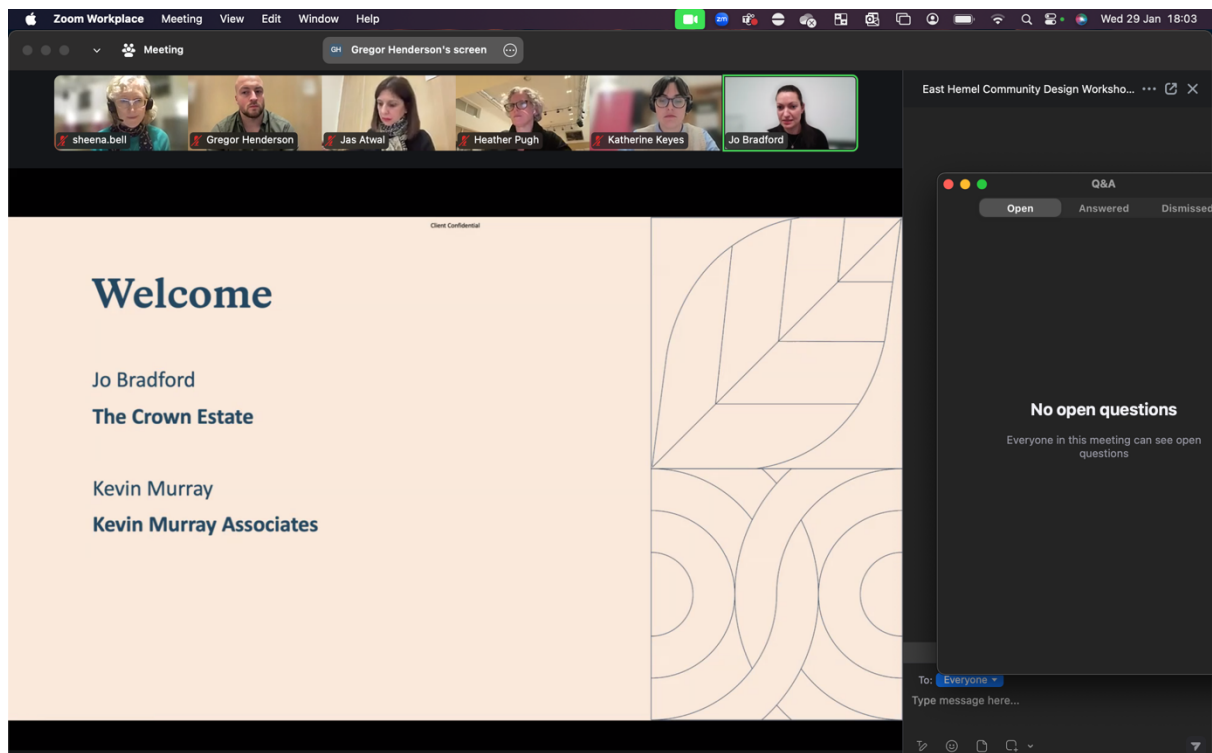
Presentation of group outputs for all to hear and comment on



Presentation of group outputs to others

3.5 Online Workshop Update (Day 1 evening)

The online update took place on the evening of Wednesday 29th January, from 18:00 – 19:00, involving several members of the project team, who joined the call following the conclusion of the day 1 workshop. 19 members of the community had registered for the online update, however only 8 joined the call. The following day, some workshop participants, who had registered to attend, said they felt they did not need to attend, because the workshop had been so thorough.



The online workshop update summarised the activities and discussions that took place at the Community Design Workshop earlier that day

The online workshop update session presented information summarising the following:

- East Hemel project introduction
- Workshop participants (community members, organisations and the project team)
- The engagement process, including events completed
- An overview of themes emerging from engagement so far
- A summary of the Cambridge study tour
- Aims of the workshop
- Participation ground rules
- Summary of the East Hemel site visit
- Design workshop programme (Day 1 recap, and day 2 upcoming)
- Selected slides from the workshop briefing sessions

The online workshop update ended with a question-and-answer session involving the interdisciplinary project team. Participants raised questions on the trunk road infrastructure that would be put in place, in particular to connect Redbourn Road to the M1 J8 area. Concerns about 'rat runs' and capacity at Apsley station were raised. The discussion included Hemel Hempstead station's position as an alternative to St. Albans City, with the relative speed of the Thameslink route, its connection right through London and to the Elizabeth Line.



Members of the project team provided a briefing and key points from the workshop

3.6 Day 2 Morning

Day 2 of the workshop, Thursday 30th January, began with a recap of the site visit and the activities of Day 1. The aim of Day 2 was to build upon the work undertaken during Day 1, exploring in greater detail some of the key issues that had emerged.

Summary feedback from Day 1 included:

- Distinctive, but integrated neighbourhoods
- Adaptable buildings
- Flexible facilities that meet various needs
- Community hubs – schools, places of worship, neighbourhood centres
- Linking health, green space, community, services
- Private and shared green spaces
- East-west connections and Nickey Line important
- Holistic approach to travel
- Future-proofed and forward-looking business provision
- Consider start-up, small and large business
- New ways of working, flexible, hybrid

Following the recap, there were further briefing presentations on the following themes

- Employment area
- Socio-economic impact
- Stewardship

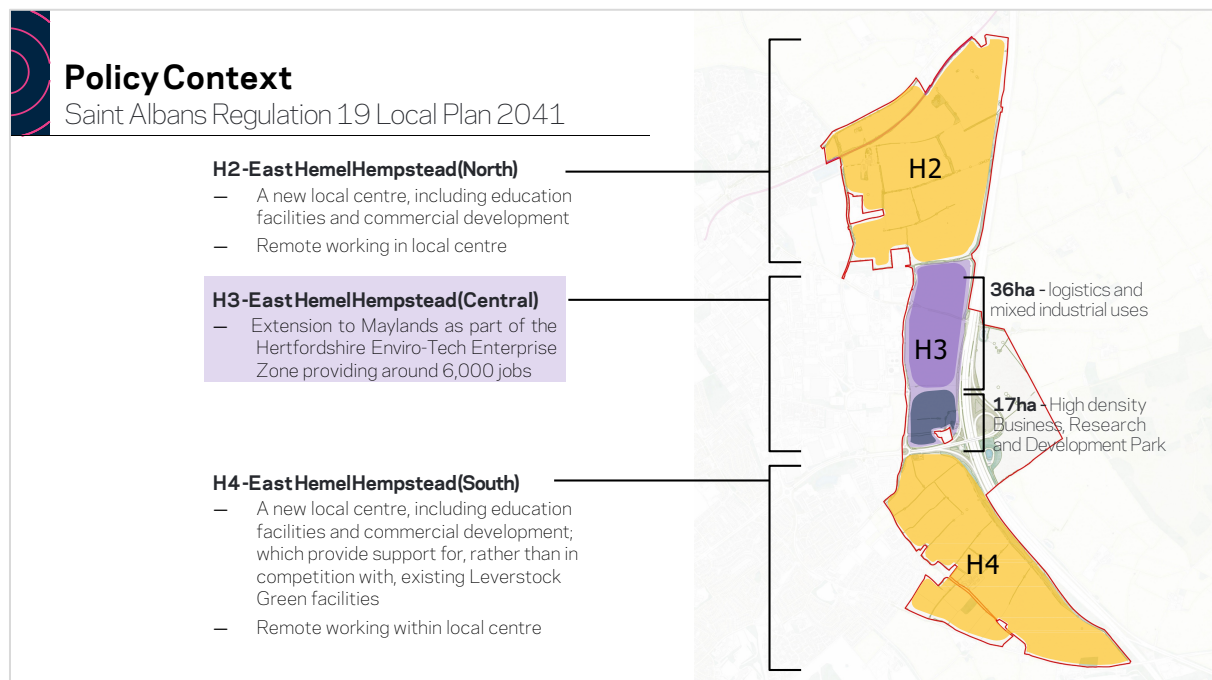
Employment

Luke Garrett from TCE, and **Katherine Keyes** from Prior + Partners, talked through employment opportunities in East Hemel, by firstly setting out the strategic context in terms of the site location and its connectivity and suitability, locally, regionally, nationally and internationally, as shown in the plan below.



Slide showing strategic context of site

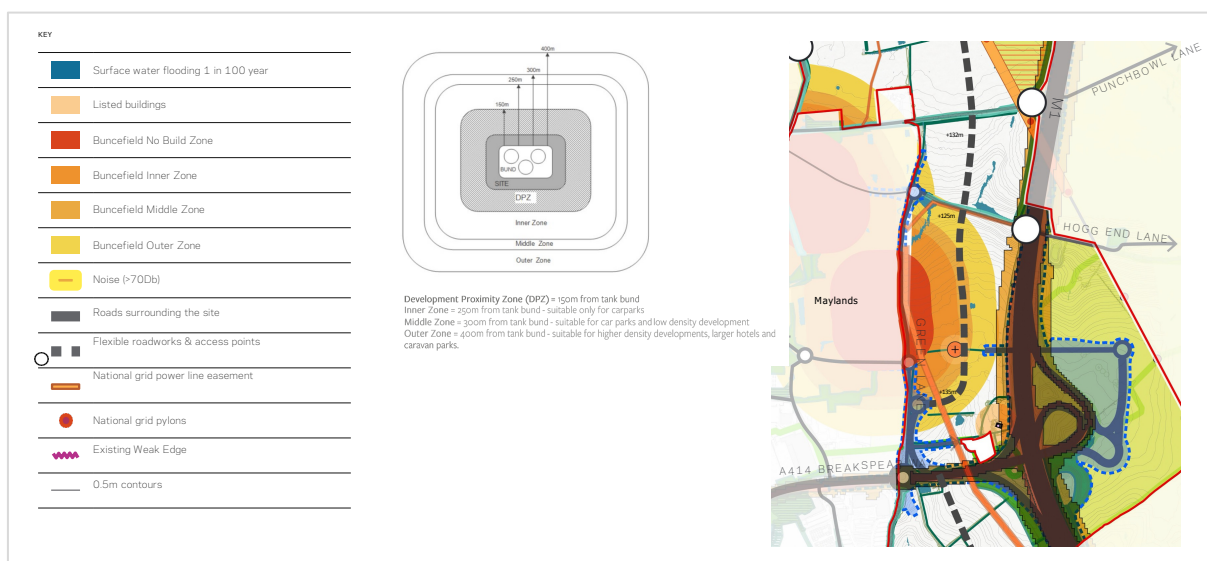
The employment provision at East Hemel Hempstead must also meet the requirements as set out in the St Albans Local Plan.



Slide showing planning context of site

TCE are committed to advancing in growth areas like agri-tech, AI and clean mobility and are working with partners such as Herts IQ, Maylands and Rothamstead to create a place for innovation, with attractive, contemporary workspaces, from offices to industrial units.

In considering locations for employment use, there are some existing but very specific, local constraints to take account of, which will influence the nature of uses and activities, e.g. the Buncefield no build zone.



Site context - constraints

Socio-economic impact

East Hemel is well placed to make a positive socio-economic impact by providing facilities for organisations engaged in innovative work, which leads to new businesses and higher employment levels in the area.

There are opportunities for education services, teaching specialist skills required in these leading-edge businesses. In addition, there are prospects for community owned and/or managed businesses, through trusts, co-operatives or other stewardship models.

To aid discussion and consider what might be possible in East Hemel, Luke and Katherine posed questions for the group to consider as they began working in more detail on the sub areas:

- What is the future of working and workplaces?
- What types of sectors and jobs should we plan for East Hemel?
- What types of spaces could support these sectors and jobs?

Community Stewardship and Placemaking

The morning briefing session was completed by a presentation from Iona O'Carroll, from Community Stewardship Solutions (CSS), who explained what community stewardship and placemaking is and what it might mean for East Hemel.

Stewardship is ensuring that community assets are properly looked after in perpetuity for the benefit of the community.

Placemaking: is committing to early and ongoing community and place development to build a healthy, happy, and thriving community.



Slide showing potential functions of stewardship

Iona shared some case studies from other places and asked, what is it that we are looking to achieve in East Hemel? It could be:

- Long-term stewardship and management of the open spaces and community facilities
- Safeguard and protect community assets and facilities
- Ensure public access and social benefit
- Community participation in decision making and management
- Create and promote opportunities to improve health & wellbeing
- Environmental sustainability (food growing, active travel, education)
- Integration within East Hemel and between existing communities
- And more.....

Workshop task, day 2, morning session

Following the briefing presentations, participants were tasked to work in six groups

Group 1: **North** (including country park and Nickey Line)

Group 2: **Central** (includes Maylands commercial expansion area)

Group 3: **South Centres** (including amenities, services, facilities)

Group 4: **South Neighbourhoods** (including Leverstock Green links)

Group 4: **Strategic** Out (relationships, movement types to surrounding areas)

Group 5: **Strategic** Corridor (movement through and across the site)

The aim in this session was to progress the design of the sub areas. The task was to:

- Capture and reconcile objectives, layouts and principles identified from earlier sessions
- List any key design features, core components

North (including country park and Nickey Line)



Group discussion about the north area of the site

This group examined the north site area including the country park, and sketched ideas over a base plan, combining conceptual and spatial content. The key things discussed were:

- The site contains a lot of constraints, including the Buncefield depot and exclusion (no build) restriction zones, the underground oil pipelines, powerlines, the M1 motorway, and steep topography, including valleys
- There was a suggestion for provision of allotments near Buncefield, where there are restrictions on building, (however issues were subsequently raised with contaminants in the soil, related to substances used to extinguish the fire during the Buncefield explosion)
- Listed farms could be used as a cafe, an urban farm etc. indoor but engaged with rural environment
- Housing can be placed around other considerations
- The schools will occupy large areas and considerations around where they are built is important (closer to M1 or community)
- A square with shops should be built around the school, which should sit on the Sustainable Travel Corridor

- The school becomes a default transport hub
- The pipeline becomes a linear green space because it cannot be developed (slow lane connector, active travel based)
- The Nickey Line is a sustainable transport connector - with entries and exits connecting to points of interest, with ponds along the base of the valley
- Pylons are an interesting consideration raising questions as to whether they can be built around or need to be avoided, and whether they will be noticeable overhead
- The flattest areas could be used for sports, because pitches need flat land
- As The Nickey Line is the main non-vehicular access from Redbourn, people need to be able to cross Redbourn Road
- There can be a bus lane and crossings along the north-south connector route
- Places for older people to live can be arranged around the community centre and services, helping a sense of connection and integration into the wider community
- Southern facing spaces are important for harnessing sunlight
- There were discussions about the width and composition of the Sustainable Transport Corridor
- The way that the north part of the East Hemel site relates to the commercial area is important, and thought needs to be given to the restriction of heavy goods vehicles



Workshop sketch showing development of the northern sub-area, including the Country Park

Central (includes Maylands commercial expansion area)



Group discussion about the central area of the site

This group explored the balance of connections and movement between the northern and southern residential parts of the East Hemel site, wider Hemel Hempstead to the west and M1 Junction 8 to the East. The key points discussed were:

- A challenge to industry not being a visual blight on the area
- Connections to M1 are a challenge, with longstanding issue of localised congestion around Junction 8
- The idea of a central boulevard where access is managed
- The importance of connecting bridge(s), particularly spanning the A414
- An opportunity to provide a range of different kinds of spaces to meet the needs of a variety of businesses, including incubator spaces, that could be linked to educational institutions, and could be 24hr spaces
- There could be green amenity space around Buncefield with some permeability and space for relaxing and recreation, with cafes, pubs
- There is an opportunity to create something beautiful even in an area that is perhaps more functional
- There could be a transport hub to south of Centre.
- Connections to the north might be easier to achieve than to the south

- There could be an access route for heavier transport and traffic around the back, while the central spine is kept lighter and more people focused
- The OxCam Arc could present an important opportunity for investment, interconnectivity etc
- The east-west lanes to the east of the site could be closed to through traffic to reduce rat running



Concept sketch of employment area to help group discussions

South: Centres



Group discussion on centres and farmsteads

The group looked at the interfaces between Leverstock Green, Westwick Row, and the M1. The group also considered the layout of parts of the southern site and the connectivity, ensuring that rat running is minimised by the design. The key points were:

- The south area could accommodate sporting facilities, though Leverstock Green already has some provision and clubs
- Entertainment for young people should go beyond standard sports, and consider alternative, informal, sports, potentially consolidating playing fields centrally
- Communal green spaces could be a green area around the valley
- There should be shared green areas throughout the development and central to housing clusters
- Leverstock Green's boundary should maintain a tree line buffer, likewise at Westwick Row, and along the M1 border, but missing the pipeline. The tree line should separate sub areas of development too
- Car parking needs careful consideration, with individual spaces for houses and shared visitor spaces, which may be adapted for other uses in the future as car use decreases
- Established and historic hedgerows and trees lines should be protected and used to demark areas

South: Neighbourhoods



Illustrating concepts and ideas from group discussions

This group also looked at the southern area and considered key features that could be delivered through construction of new buildings, or retention of existing, to provide amenities that would meet the community's needs. The key ideas were:

- Retaining the farmstead. Converting the farmstead into a central hub of some kind, perhaps hospitality or performance space.
- Siting schools close to neighbourhood centres, with local hubs including amenities, pubs, doctors/dentists etc.
- Creating a nature reserve, in a valley where land is less suitable for buildings, with future options for nature bridges to the east over the M1
- Expanding the Leverstock Green C of E Primary School to be 2 form entry, with additional land reserved for another school to the north of the southern East Hemel site
- Green space at the southern tip of the site could be linked through the site with a cycle route
- There could be several 'mini hubs' led by communities, dotted throughout the site
- There should be pedestrianised areas, particularly surrounding schools

Strategic (relationships, movement between new and existing areas)

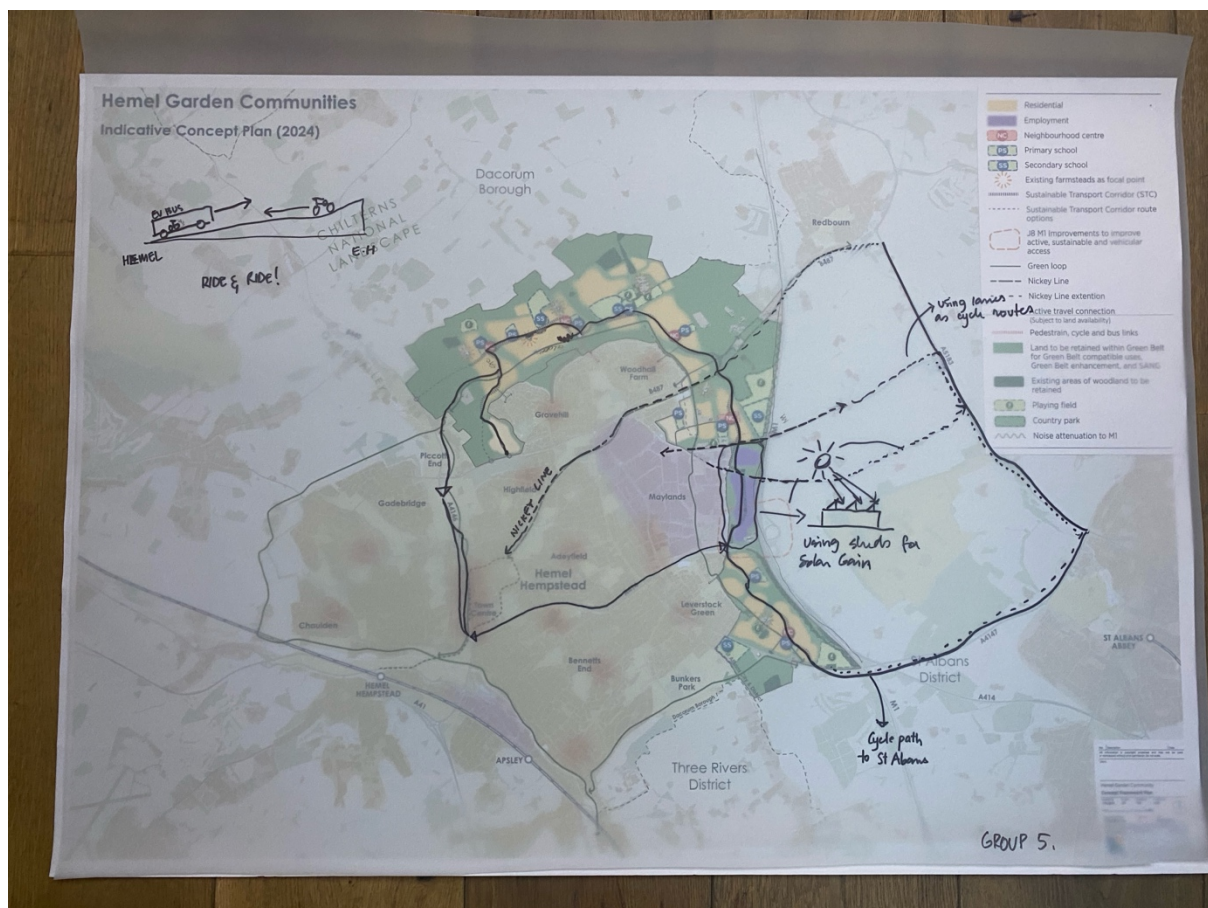


Group discussions on strategic relationships between existing and new areas

This group looked at a range of connections and links through the site and to the wider area, including the northern part of the Hemel Garden Communities area. The key points discussed were:

- There is an opportunity to link to Bunkers Park open space to the south of Leverstock Green and west of the southern part of the East Hemel development
- Connections to Luton Airport could be improved, particularly with bus services that could link to transport hubs at East Hemel
- There are capacity and accessibility challenges at Aspley Station
- Hemel Hempstead town centre has its challenges, and development at East Hemel could support its prosperity, but could have other implications
- East Hemel could have its own distinctive and sustainable communities and therefore does not need to compete with existing centres, because it will serve different demographics and communities
- Potters Crouch could be a green link to St Albans, and lanes could be made into walking/cycling routes

- Elements of East Hemel could be attractive as destinations within the local area, but as community and neighbourhood centres, must not become too overwhelmed with visitors
- A gradual transition from cars to more sustainable forms of transport needs a lot of support
- There are opportunities to link to existing organisations and groups to ensure efficient use of facilities. New facilities can be provided where there may be gaps
- There are opportunities to be creative and innovative in relation to active travel, with technology etc
- The Nickey Line is seen as leisure route heading east, but it could be more urban and formal heading west to the town centre, with surface improvements to encourage usage



Mapping strategic links around East Hemel

Sustainable Transport Corridor (STC)



Discussion about the Sustainable Transport Corridor

This group examined the form and function of the Sustainable Transport Corridor in detail and how it might relate to different parts of the East Hemel site, as it passes from residential neighbourhoods to and through the employment area. The key points discussed were:

- Consideration needs to be given as to who wants to use it, how, and different kinds of use in different places
- All three sections (north, central and south) are different
- There could be provision for horses, but would need to be on separate routes
- The Sustainable Transport Corridor should prioritise active and sustainable travel throughout route, with walking, cycling and public transport
- HGVs should be designed out of residential areas
- White vans are necessary in some cases, but discouraged for through-use
- People will still own cars, but carrot and stick approach to use
- Through movement in the North and South areas needs to be disincentivised
- The central area will need car access
- Bus priority at junctions and busy areas will help public transport to be efficient, and can prioritise buses over cars at key junction gates, enabling them to use the same lanes, but still get ahead of other traffic

- The central area is tricky given deliveries etc still need to happen, so access to and from work needs to be easy and sustainable for employees
- Wider pedestrian routes are needed and these should be emphasised, given higher priority in centres
- Lanes and countryside can be used for horses and additional active travel uses
- A bridge connecting the north and central areas to the south is important
- A key point is that within site, the Sustainable Transport Corridor is not for private vehicles or through routes
- The central area would be the ideal location for a transport hub, linking to the M1 motorway and local networks
- There is some concern around pushing new traffic onto external/existing networks
- Flexibility for future use and change is important, and thinking about how people may use traffic/roads in the future



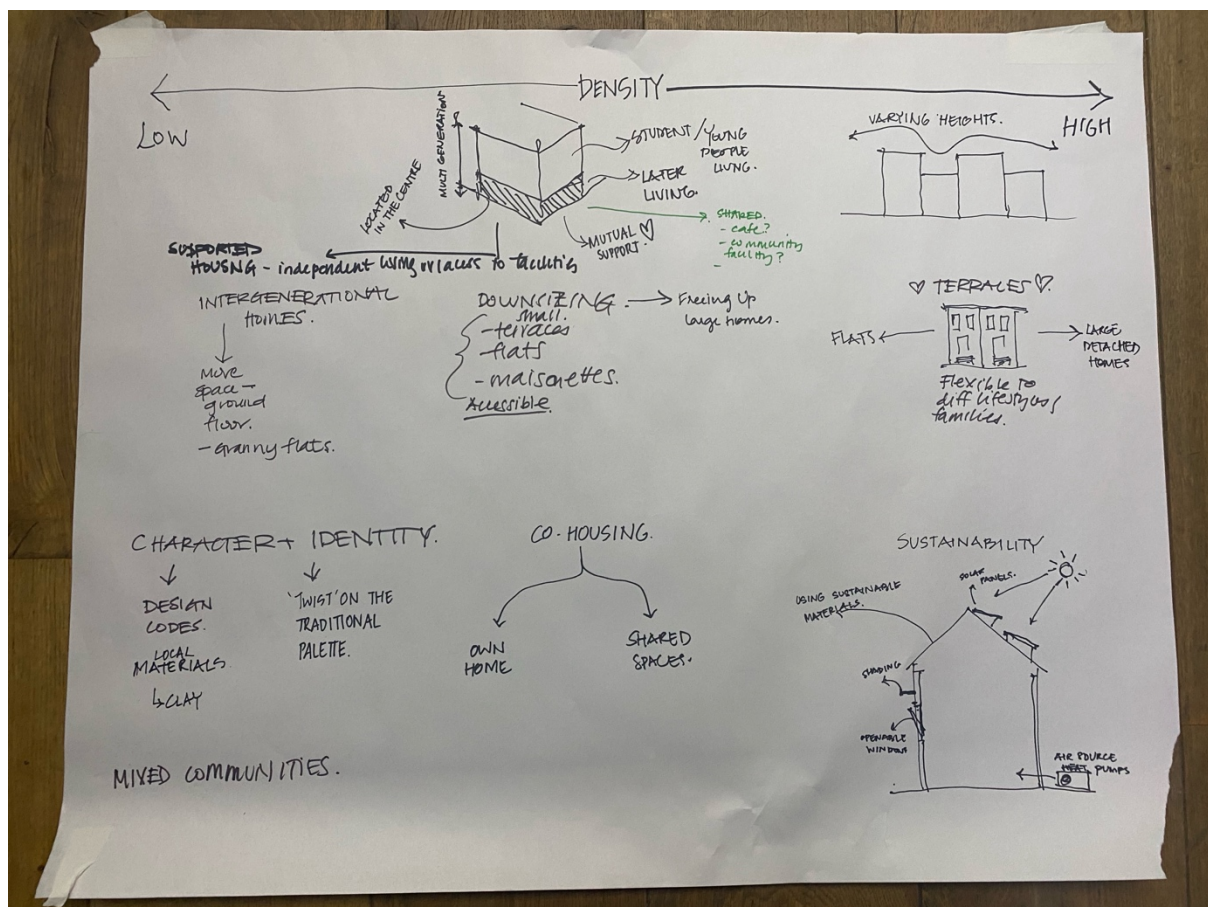
Mapping Sustainable Transport Corridor requirements, features and connections

3.7 Day 2 afternoon workshop

The final session of the day sought to bring the component areas of the masterplan together to create a single composite plan. There were 3 key areas of activity:

- Overall composite masterplan (drawing)
- Key study areas/visualisations (drawing)
- Custodianship & management model (discussion)

Typologies – Homes



Sketched concepts of housing typologies, character and sustainability considerations

The group discussed the forms, function and balance of a range of housing that would meet people's needs at East Hemel. The key points presented were:

- Character and identity need to create a distinctive place, but also relate to existing context, and be considerate of local materials
- Homes designed for intergenerational family structures could fill a gap locally
- Designing in options for downsizing is important, with a lack of options currently in the local area. More terraces, flats and maisonettes are needed
- Independent living and supported housing for older people should be provided, and a minimum age for these kinds of accommodation, these

should be situated in locations such as near public transport links, because car ownership may be lower

- Terraced homes are seen to be a good option for compact, sustainable living
- Neighbourhoods should involve an intergenerational mix of dwellings
- Co-housing and communal living housing could be included
- Topography could be used to reduce the visual impact of taller buildings, by locating them in valleys, and shorter buildings at higher areas
- In the north, taller buildings could surround with views on to the country park
- Siting more, and higher density buildings around centres is important

Neighbourhood centres



Group discussion about neighbourhood centres across the site area

The group examined the detail of how neighbourhood centres might look and the kind of shops, services and amenities that they should contain. Key points included:

- Centres should cluster a variety of different uses close together to form a place worth visiting for multi-purpose journeys
- Each neighbourhood centre should be walkable and accessible for residents
- Homes should all be within walking distance of a local centre]
- Key components should include healthcare, education, retail and public space
- A network of green spaces including play parks, community gardens, parklands and greenspaces can relate to the pattern of neighbourhood centres
- Neighbourhood centres should be located logically at the meeting of main routes that cross the neighbourhoods

Bridge

The group focused specifically on how a bridge over the A414 could be configured, the route it would take and how it could look.

The group discussed how the bridge could be a catalyst for the new development, connecting north, central and southern parts as part of a 'holistic' approach. The bridge could have a placemaking function, as a gateway, with greenery and play considered. There could be sponsorship and a link to the heritage of the town, or the future. One suggestion was to reference an identity aspiration, for example, the 'silicon valley' industry of commercial area

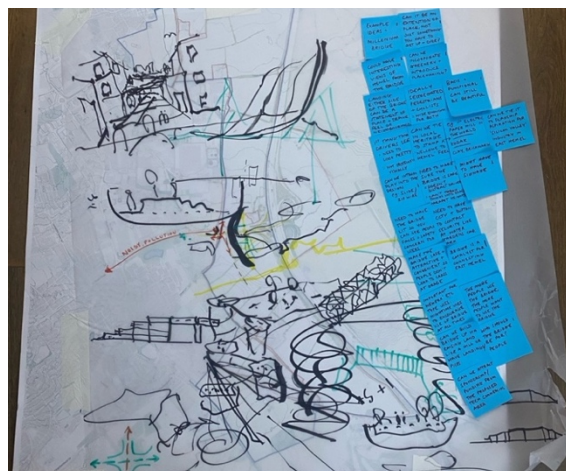
There was discussion about the guiding principle that the bridge should be basic and functional, while still being beautiful. It shouldn't be visually obstructive so that it does not distract drivers, and signage either side of it should be well thought out. Personal safety and security is also important, with lighting and CCTV encouraging people to use it both during daylight and night time.

The following key points were presented:

- The bridge can be simple and functional but act as a gateway feature for Hemel. The design could reference Hemel Hempstead's heritage and history and could be sustainable construction
- Funding, ongoing maintenance and management of the bridge could be undertaken by a new company located in the central area
- Segregated, wide and well-lit walking and cycling routes are needed for safety and comfort
- Complementary uses can be located around the bridge as 'landing points' i.e. a brewery, to help draw footfall, activate, make safe
- The bridge can be a visual link to adjacent neighbourhoods and a gateway into the south and central areas

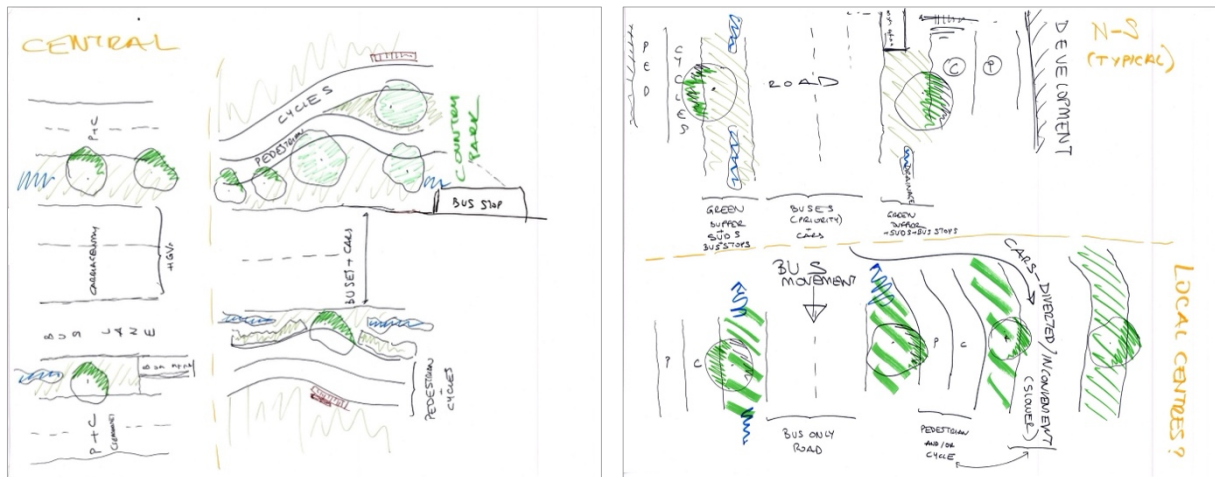


Sketch ideas for the bridge



Important considerations for the bridge were discussed and recorded by the group

Sustainable Transport Corridor focus



Concept sketches for the Sustainable Transport Corridor

The group visualised segments of the Sustainable Transport Corridor, showing how it might look at various points throughout the East Hemel site. Key thinking was presented to support this, including:

- Character is important, with the areas working individually and as a whole in harmony, and connecting to the rest of Hemel Hempstead
- Consistent pedestrian and cycle lanes are a common feature across all sections of the site
- Bus priority is important throughout. A key north - south route can have soft verges with trees, bus stops and landscaping
- The central area has a separate bus lane
- Disincentivising car use might involve longer, less direct routes for cars, with direct routes for public transport and active travel
- Places should be designed to be future-proof so that the area is adaptable and can change over time, to embrace new thinking, ways of doing things, technologies etc.
- The character of the Sustainable Transport Corridor changes as it moves through different site areas i.e. larger trees and more separation toward the country park
- Approaching the bridge, the Sustainable Transport Corridor is likely to become a walking and cycling bridge

Custodianship & management regime



The stewardship group discussing various forms of stewardship

The group discussed what effective stewardship of East Hemel could look like and related discussions to the different forms of management that had been presented within the briefing sessions. Key points presented include:

- The question of who owns the land long term, and the roles of local councils
- Primary and secondary roads may be owned and managed by the local authority, while schools and health services would be run by outside agencies (Integrated care etc.)
- There are various financial models including management companies, funded by resident service charges, which can be controversial
- It can be challenging to pass responsibilities to residents, as this depends on the investment of time and residents having the right skills to support themselves
- Some models of community-stewardship can help create a sense of ownership, but could result in negatives such as pockets of private space that effectively exclude external neighbours or adjacent community members from shared spaces causing friction or disparity

- Community trust could be an option for stewardship, with a board of trustees and supported by residents and other skilled local representatives. This model could enable local third sector organisations such as Sunnyside or the Scouts to play a role
- East Hemel could have a warden system in place, with the reassuring presence of people on-call to help vulnerable residents
- Work can be done with residents, teaching them about local biodiversity and ecology and engaging them with the natural spaces, features and plant and animal species in their area
- Ownership of East Hemel assets could be within one body, but consideration would be needed of how to manage and promote stewardship of hyper-local assets

Overall composite masterplan (drawing)

The overall composite masterplan was comprised of the three sections from the morning sessions. The full composite masterplan was presented as a singular visual plan.



The composite masterplan brought together 3 areas of work undertaken during the workshop to comprise a complete plan for the East Hemel shaped with participants



Detailed and coloured illustrative outputs of the northern residential Country Park area, of the East Hemel site



Detailed and coloured illustrative outputs of the central employment area of the East Hemel site



Detailed and coloured illustrative outputs of the southern residential area of the East Hemel site

4. Community Drop-ins

The purpose of the **Community Drop-In Exhibitions** was to provide an update on the illustrative concept masterplan which had been shaped by the community as part of the collaborative Community Design Workshops, as part of a transparent process of shared learning and design development. It sought to confirm with people who attended the workshops that themes, ideas and concerns had been captured accurately, while enabling people who were not able to attend to view the materials, comment and contribute to anything that they felt was either absent from consideration, or for which alternative viewpoints to what had been presented were voiced.



A member of the community in discussion with a member of the project team

4.1 Locations, schedule and attendee numbers

Community drop-ins were held across four venues, ensuring a geographical spread and range of days and times to create options for attendance: The table below shows attendance numbers at each event.

Location & Venue	Date	Time	Attendees
Redbourn Village Hall	Wednesday 26 th February 2025	17:00 – 20:00	129
Maylands Adeyfield Free Church	Thursday 27 February 2025	12:00 – 14:00	34
Woodhall Farm Holtsmere End Junior School	Thursday 27 February 2025	17:30 – 20:30	68
Leverstock Green Leverstock Green CofE Primary School	Saturday 1 March 2025	12:00 - 15:00	147

4.2 Event format & attendance

At each venue there was a welcome desk with a request for attendees to sign in on iPads or paper slips. There were 15 pop-up panels (Appendix C) around the room, displaying information about the project. There was a television screen showing a looped video of Vox pops describing the Community Design Workshop process; these were made following the community design workshops. There were also stations for a children's activity and for the completion of the feedback forms. QR codes were located around the room, enabling people to sign in and complete the survey at home.



The drop-in exhibitions took place in four local venues

Contextual information

Panels 1-5 introduced people to the exhibition, describing the steps of the community engagement progress that have been completed, and a recap on the planning context for the East Hemel site.

Outputs from the Community Design Workshops

Panels 6-12 were visual representations of the concepts and ideas that were developed at the community design workshops. These were annotated and described with supporting text.

Stewardship, benefits and outcomes & next steps

Panels 13-15 presented information on the focus on stewardship from the design workshops, themed descriptions on the benefits and outcomes sought by the

proposals and a programme of upcoming dates that included future engagement sessions.

4.3 Key themes

Several themes were raised at each engagement event whereas others were more specific to each location. These are summarised below. A further breakdown is included in the Themes & Issues section (section 4) with a summary of feedback responses from the Community Exhibition Drop-ins included in Appendix B.

General points

- Concerns about the existing issues related to traffic, congestion and access becoming worse
- Concerns about the increased impact of flooding due to development
- Continued frustration that St. Albans' housing allocation is being sited adjacent to Hemel Hempstead
- Recurring questions about phasing of development and the importance of providing amenities from the outset
- Further information sought about planning for Gypsy and Traveller sites

Redbourn

- Many people understood the need for more housing in the area, despite the space required to accommodate it
- Improved bus service connections between Redbourn and Hemel Hempstead
- Questions related to social and leisure routes, including the Nickey Line and creating safe walking and cycling links
- The proximity of the development to Redbourn, and the threat it poses to the village's distinct identity

Adeyfield / Mayfields

- Need for more clarity on what provision for sports there would be
- Questions on how to attract non-logistics businesses into the area
- Positivity about greenspace inclusion throughout the development
- The challenges of public transport connectivity, especially given the location of Hemel Hempstead's railway stations, and other close stations at Harpenden and St. Albans.

Woodhall Farm

- Concern that Woodhall Farm might be seen as less important as other adjacent neighbourhoods
- Healthcare was a recurring topic of conversation, with regular reference to provision in Watford

- Positive reactions to the country park proposals and such a large green space in the vicinity, though questions raised about accessibility and parking
- Questions raised about further development to the north of Hemel Hempstead that could also impact on Woodhall Farm

Leverstock Green

- Concerns about the local plan allocation for a secondary school being too close to the M1, due to air pollution
- Importance of preserving the unique character and identity of the village
- Worries that the process of construction itself would bring issues such as noise, pollution and traffic for several years, especially due to their being only one main route through Leverstock Green
- The importance of integrating new development to ensure that insular or closed communities are not created that detract from the village

5. Broader themes & issues

The following is a summary of key themes and issues, reflecting key points that have been expressed over one or more events within Stage 2 engagement.

Emerging Local Boundaries and Local Plan

- Many acknowledged that the issues they had were not within TCE's gift and that their primary frustration is with the Local Plan
- There remained a strong feeling by many that St. Albans is "dumping" its housing allocation on Hemel, adding pressure to Hemel's infrastructure.
- There were some residents concerned about Council Tax boundaries and how they perceive this affects services
- There were discussions around the varying quality of Council service provision across the area, linked to a perception of social class distinction between St Albans and Dacorum communities

Wider views on development

- Some were angry that development was taking place at East Hemel, while others were accepting that development was needed to reduce house prices and provide homes to their children
- There was some seeming relief that East Hemel did not appear to be as big, close to, or impactful upon Redbourn, as some had previously believed it would be
- Wider conversation around cumulative effect – East Hemel not being the only development locally (Redbourn), including Rothamstead and Vistry sites
- The future reduction of green space is overwhelming
- Some confusion about the distinction between North and East Hemel developments
- Concern about the impact of construction traffic, particularly through Westwick Row and Green Lane, with questions around the strategy to mitigate that

North Hemel

- There were a number of questions around North Hemel and when that will come forward, particularly given its significant impacts on Woodhall Farm (and Redbourn)
- There was a keen interest in what North Hemel and the wider HGC will look like, with requests for more information

Integration v Distinctive (neighbourhood/village) identity

- Some attendees expressed a need to ensure that new development is properly integrated, with criticism/warnings against insular or enclosed communities

- Others emphasised the importance of areas being their 'own place' whereby they aren't just extensions of Leverstock Green or Woodhall Farm (which should remain distinct)

Management and stewardship:

- Some strong support expressed for the multi-stakeholder arrangements and governance, giving voice to other key local players and agencies in decision-making – rather than just the Council, new residents and/or the developers

Infrastructure and phasing:

- Clear infrastructure first message from many attendees
- A good number looked for assurance around delivery and appropriate phasing of infrastructure – deep concern that services would be developed last and some scepticism (from experience) around whether key infrastructure would be built at all
- Significant comments/questions around health care, particularly relating to the need for a new hospital and difficulty accessing GP provision – issue over the lack of an existing GP in Leverstock Green and comments around the difficulty of attracting staff, even if facilities are provided
- A number of questions raised about provision of Schools – often with a positive reaction to the proposed school provision across the site, although general feeling this will only support new residents and not alleviate existing capacity issues
- Comments that SEN provision must be included
- Several expressed concerns that children would be within a catchment for the proposed East Hemel secondary school rather than a 'good school in Harpenden'
- A number of people discussed existing and anticipated problems with flooding, including specific concerns around the Marchmont Pond
- Mains water provision (and pressure) was a concern for some, as was sewerage capacity
- A feeling from some attendees that Woodall Farm had a lot to lose and nothing to gain from the new development

Air and noise pollution:

- Concerns from a number of people around allocation of the secondary school being 'too close to the M1' in relation to air pollution, and being exposed to high levels of particulate matter from road corridor, potentially air dispersion from NE wind direction
- Concerns about how noise might be mitigated for the new (and existing) homes

Traffic:

- Continued concerns about the impact of growth on the surrounding road network, which is already congested, with rat-running also noted as a serious problem
- For some, the construction of the new spine road alleviated concerns, while others were keen to see a detailed movement strategy for the site as part of the next round of consultation
- Greenways, traffic calming and/or speed and access restrictions were discussed – particularly in relation to the southern section of the development
- Some confusion about what the STC is – needs clarification
- Scepticism about reduction in car ownership and use, with a feeling there will continue to be dependence on cars – especially from the periphery
- Some assumptions/expectations that there would be a new access to M1, rather than upgrades to existing junction
- Concerns that traffic on Redbourn Road is unmanageable, with traffic that is too fast with too few crossing points, particularly relating to accessing any new schools or nurseries in the new site

Connections:

- Unreliable bus services raised frequently – with demand for strong, reliable public transport routes and services (including to St Albans) – more regular and reliable, especially during prime commuting hours
- Some scepticism of evidence of the need for a pedestrian/cycle bridge over the A414
- Connectivity to train station(s) was raised as a pivotal issue
- Some opposition to connecting footpath into Farm End from Westwick Row development, with concerns around parking and encroachment on semi-private spaces
- Several conversations around safe active travel routes to schools for children
- Many questions relating to social and leisure routes – including the Nickey Line and creating safe walks/cycles and access for equestrian
- A number of attendees discussed cycling provision and the safety of active travel routes

Equestrian:

- Role of equestrian activity in east Hemel raised
- Specific questions around the future of an annual riding event that has been happening for the last 50 years in the southern parcel

Sports provision:

- Some requests for more clarity on what provision there would be and for what sports, and when available
- Some questions around apparent plans to sell Leverstock Green sports assets for development

Design:

- There were some questions on when the public will be able to see detail of the kind of buildings that will be built here – materials and quality of construction
- Some residents asked about guidance on design as a mechanism to guard against poor quality looking housing
- Some comments around new build allocation for car use/ parking being insufficient
- For some there was a strong feeling that Woodall Farm was, unfairly, emerging as the poor relation to Leverstock Green
- There was a desire (in Woodhall Farm) to ensure that the northern parcel is not left behind, with higher quality homes only developed in Leverstock Green. There needs to be a good distribution of property types and tenure across the two parts of the scheme
- This includes spreading affordable housing across the different parts of the wider site

Housing typologies and models:

- Some positive reaction to housing options presented – particularly collaborative/ co-housing and retirement provision
- Questions about the definition of affordable housing – how realistically affordable that may be, with discussions around difficulties for young people accessing the market
- Questions about density – range and upper levels
- Some questions around the height of development, whether this would be restricted and how it would affect the skyline

Green spaces and ecology

- Some positivity that green spaces are features across the development, with hope that they will come forward early in the development
- Demand from a number of attendees to protect the existing ecology and native species onsite, including during construction

Country Park and green belt

- Concerns about Hemel encroaching on Redbourn and the loss of its village identity – with many reassured when the clear gap to East Hemel was demonstrated
- General concern about green belt erosion, including loss of agricultural land/green belt and food production capacity
- Lots of support for the country park in the north east corner of the site and maintaining a green 'barrier' between Hemel Hempstead and Redbourn

Buncefield

- There were a number of concerns raised about the proximity of proposed development to Buncefield and safety, including risk from fumes/leakage from pipeline
- In some instances, there was a lack of trust that the COMAH zones are actually safe, with reports of damaged properties over a mile away

Traveller sites

- A number of questions raised about location and scale of traveller site provision – with some evident frustration and nervousness
- There were concerns about antisocial behaviour, relating to local traveller sites, and discussions about people feeling unsafe in the vicinity of current sites
- Some concerns that this issue was being deliberately swept under the carpet, as not clearly mentioned on plans

Employment

- Suggestions that development needs to attract high-paying jobs, with particular relevance to local property prices (current and anticipated)
- Questions asked around how to attract businesses that aren't logistics and distribution

General overview:

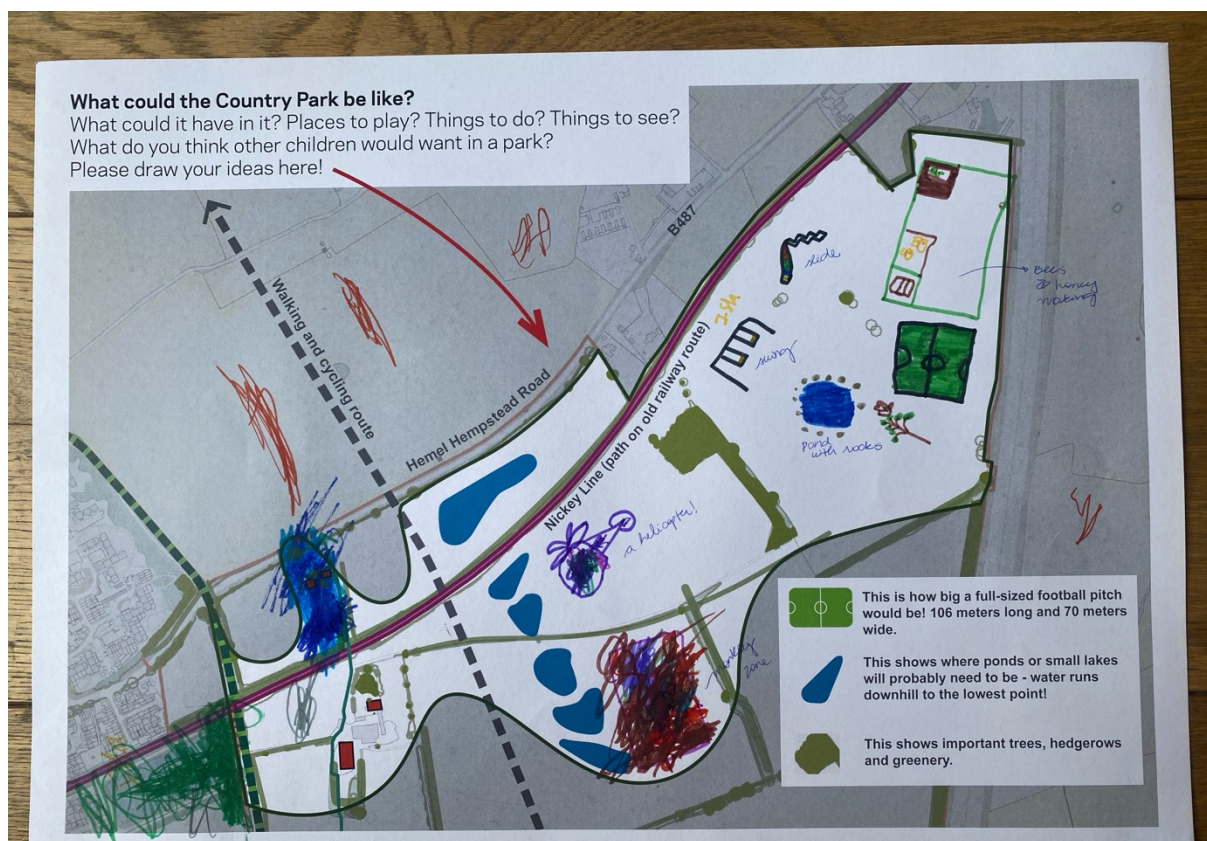
- General sentiment was very positive – particular appreciation of the engagement process and the knowledge of the design team, with many people keen to understand the opportunity to comment further as scheme progresses
- While many were still fundamentally unhappy about the development, they often felt that the proposals were of a good quality and the team understand the issues facing the area
- Although concerned, many people were employing a pragmatic approach and wanted to ensure East Hemel worked for everyone, existing and new residents

- There was a general lack of understanding from many about how the planning system and local plan process will work
- A number of individuals who have been very engaged in the process were showing others how decisions had been made and why
- Some local residents were considering selling and leaving their homes
- There was some cynicism and scepticism/lack of trust – around whether what the vision sets out will actually be delivered, particularly around transport and health

4.20 Responses to the children's activity

The children's activity gathered the following ideas about how the Country Park could be arranged and the features it could have. Oxhey Park in Watford and Gadebridge Park in Hemel Hempstead were referenced as good examples of parks. Key ideas included:

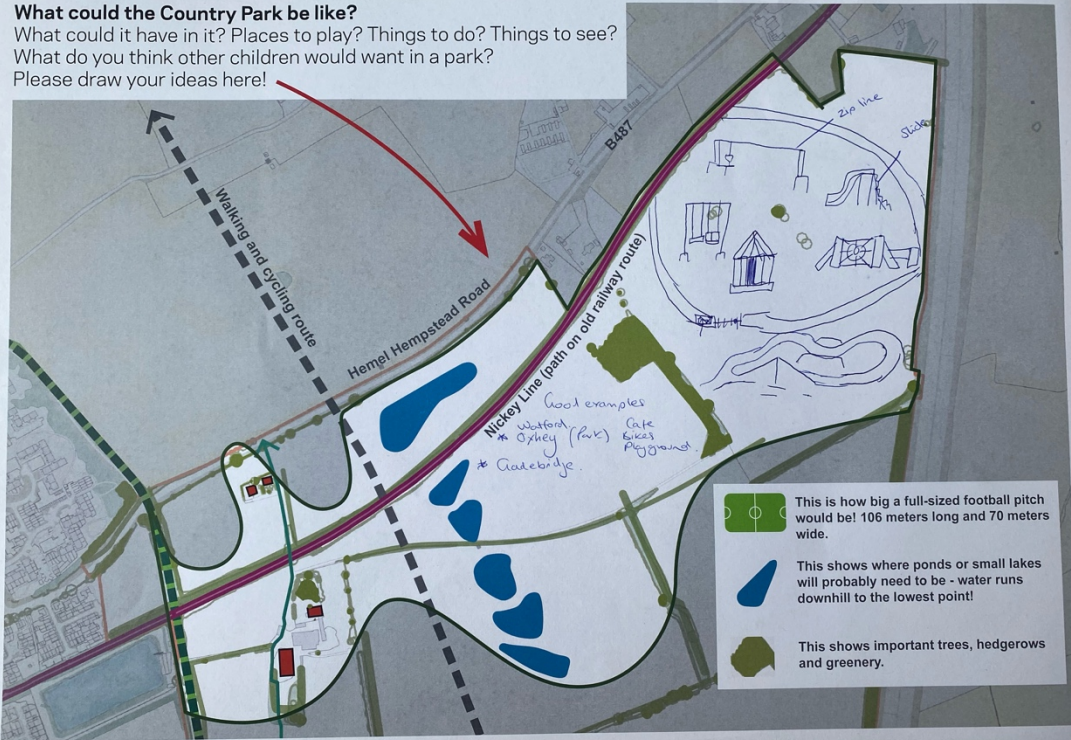
- Playpark with a climbing frame, swings, slide and roundabout
- Adventure playground (pirate ship, zip line)
- Water features (water park, duckpond, flamingos)
- A picnic area
- A helicopter
- Fitness amenities including sports pitches and courts (football, basketball) and an outdoor gym
- Beehives
- A bouncy castle and rainbow path
- Café, education centre
- Bicycles and electric scooters
- Activities including drama and acting, arts and crafts



This response included beekeeping, a pond and a helicopter

What could the Country Park be like?

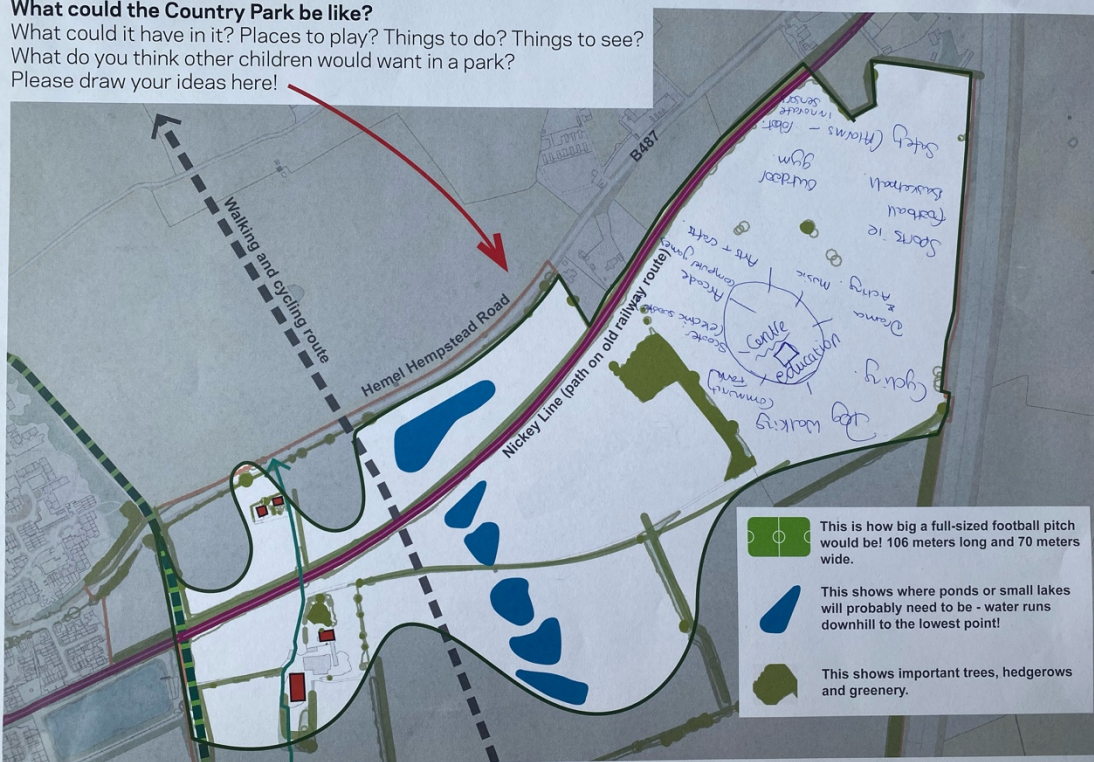
What could it have in it? Places to play? Things to do? Things to see?
What do you think other children would want in a park?
Please draw your ideas here!



This response referenced good examples elsewhere and included play equipment.

What could the Country Park be like?

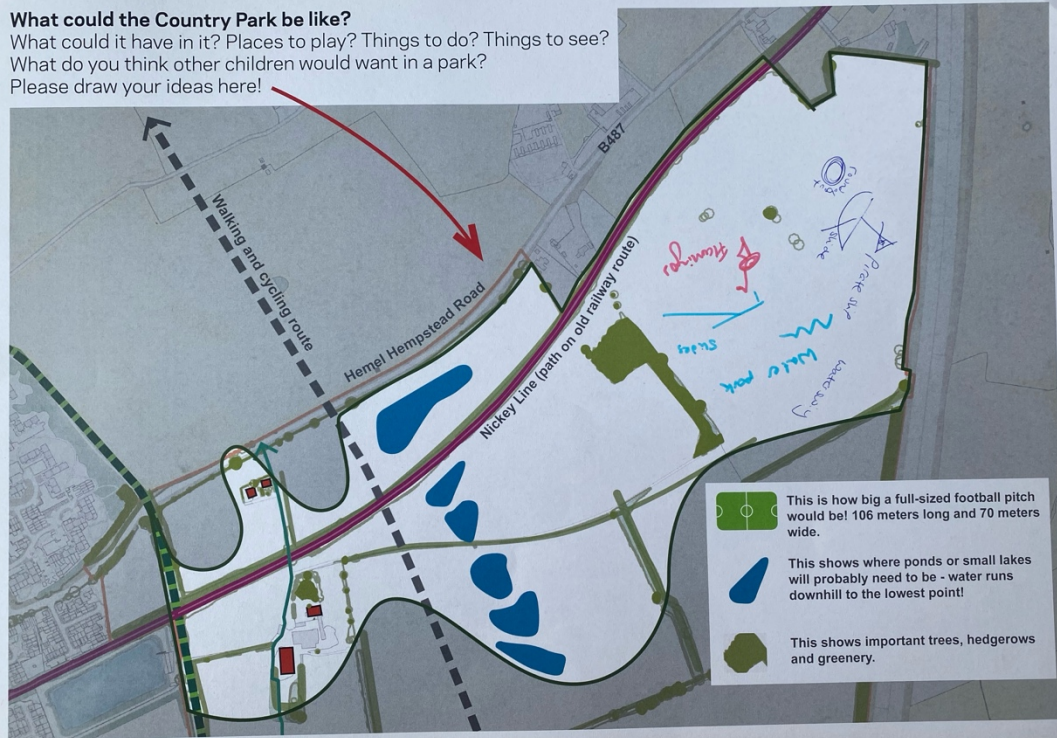
What could it have in it? Places to play? Things to do? Things to see?
What do you think other children would want in a park?
Please draw your ideas here!



This response considered activities and venues.

What could the Country Park be like?

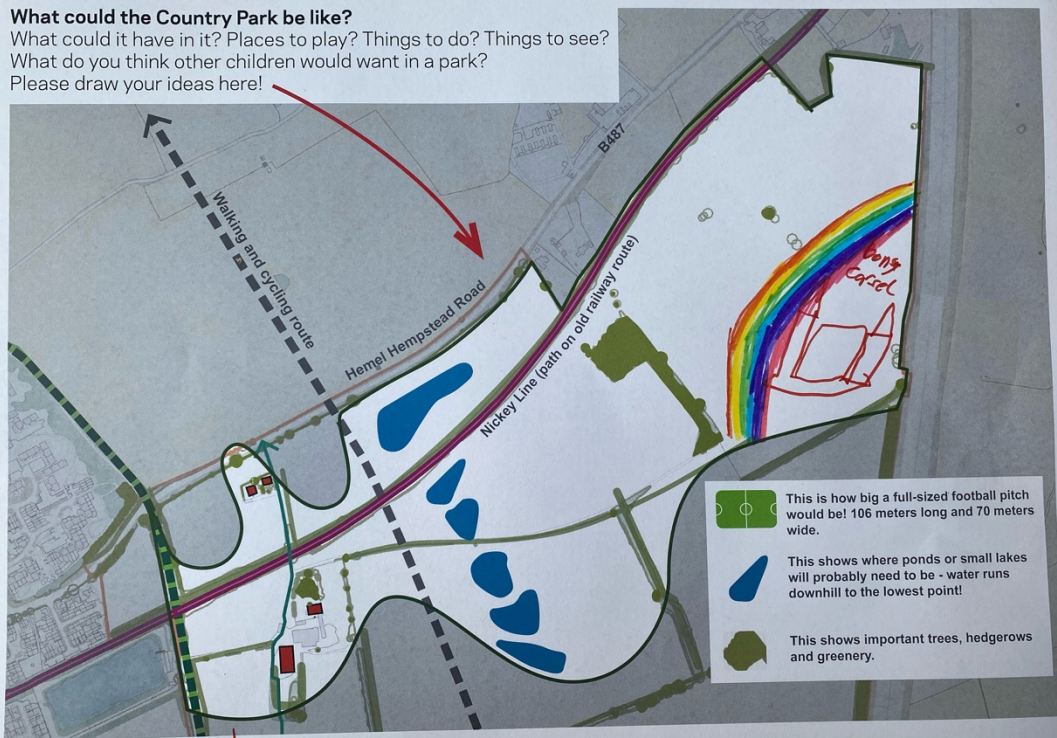
What could it have in it? Places to play? Things to do? Things to see?
What do you think other children would want in a park?
Please draw your ideas here!



A pirate ship, roundabout, flamingos & water park featured in this response.

What could the Country Park be like?

What could it have in it? Places to play? Things to do? Things to see?
What do you think other children would want in a park?
Please draw your ideas here!



This response included a bouncy castle and a rainbow path.

5. Next Steps

Reporting

This report will be made available via the East Hemel website.

The thoughtful discussions, feedback and outputs from the Community Site Visit, Community Design Workshops and Community Drop-in Exhibitions are taken into consideration by the design team, alongside a policy frameworks and a range of technical surveys, as they progress with the development of a masterplan.

Specialist group consultations

We will continue to meet with specialist groups and organisations to find more out about priorities and local needs, and to identify opportunities within the masterplan to respond to those.

Design exhibitions

The engagement programme for East Hemel continues, ensuring that the outputs and feedback received are shared effectively with the design team, as well as progression of the masterplan being shared with the community. The next steps are:

- **Spring 2025: Design update** – The design team will continue to work on the design evolution of the masterplan taking account of the collaborative work at the design workshop and feedback from the February drop-ins.
- **July 2025: Share latest masterplan** – The project team will prepare for the Stage 3 Engagement, with a series of community exhibition drop-ins and briefing sessions to be held in July.
- **Early Autumn 2025: Submission preview** – Having reviewed feedback from the Stage 3 events, the project team will refine the plan, and related planning application documentation, ready for submission. There will be an opportunity at this stage for the community to get a preview of the masterplan that will be submitted.
- **Autumn 2025: Outline Planning Application Submission** – The application will be submitted in Autumn 2025.

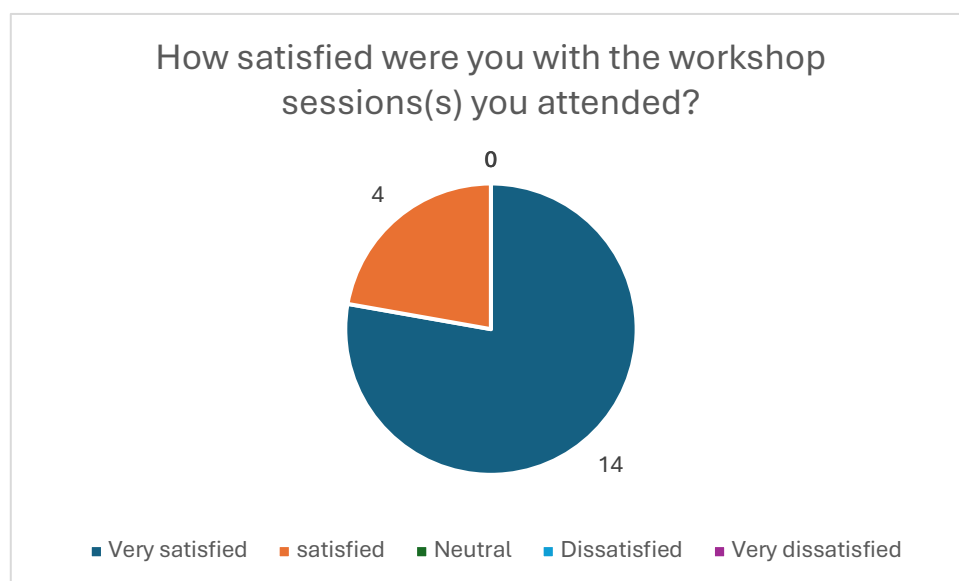
Appendix A Analysis of responses to site visit & design workshops

A total of 19 completed feedback forms were submitted in person at the event, online or by post. The following sets out their responses. Please note that the majority of response entry fields were not mandatory, to ensure that this did not become a barrier to survey completion.

Which of the following did you attend?

Site visit 28th January 2025	10
Wednesday 29th January 2025 (Day 1 design workshop am)	13
Wednesday 29th January 2025 (Day 1 design workshop pm)	15
Wednesday 29th January 2025 (Online update Day 1 eve)	4
Thursday 30th January 2025 (Day 2 design workshop am)	14
Thursday 30th January 2025 (Day 2 design workshop pm)	12

How satisfied were you with the workshop session(s) you attended?



Please explain your answer above

- Extremely informative. Ample time to express opinion.
- Both informative and engaging
- Sessions were well run by staff who not only knew their own specialism but knew the local area well
- The programme was well organised and overall a very productive experience
- Good organisation and workshops supported by great professionals
- I was initially slightly sceptical that this was potentially little more than a planners' tick-box exercise, however the sessions were informative, creative

and took onboard the comments and suggestions from the attendees and integrated them into the outputs

- amazing level of consultation
- very well organised and supported constructive discussions
- I'm impressed that so much care is being taken by Crown Estates while other developers just ride over us
- I thought the *** Personal details have been removed *** and his team of experts were very knowledgeable and assisted members of the attendees in their team roles
- The whole event was extremely well organised and most informative. I felt my input was genuinely valued
- Well organised and enjoyable
- It was well organised, the team leaders were professional and polite
- I came away from the sessions that I attended satisfied with each day's outcomes and conclusions. However, still not totally satisfied with the overall concept of the East Hemel scheme
- The workshops on Wednesday were designed to be vague and have an overview of the plan. I found this a bit frustrating as I wanted to look at ideas in more detail. The Wednesday afternoon workshop with Marcus was very useful and informative and provided a lively discussion of views

What did you enjoy most about the workshop?

- Learning more about the Sustainable Transport Corridor
- It felt like we were being listened to and that our opinions mattered
- When a major, life-changing development is planned on your doorstep, you feel powerless to affect how it will turn out. The workshops at least gave me the feeling that local opinions were being 'heard'. To be given the opportunity to learn more
- A great insight into the process of designing a new development
- The opportunity to be involved in a wide range of subject matter, participants choosing their area of interest
- The ability to input into the emerging designs in a creative manner that seemed to matter
- listening to a wide range of people
- generally good level of detail / granularity
- Meeting other people
- Everyone's voices were heard and listened to
- I enjoyed the interaction with the experts and other members of the public, in order to make what I hope was a positive and valuable contribution to the design of the East Hemel Project development
- The information from the briefings and the collaborative style of the workshop groups

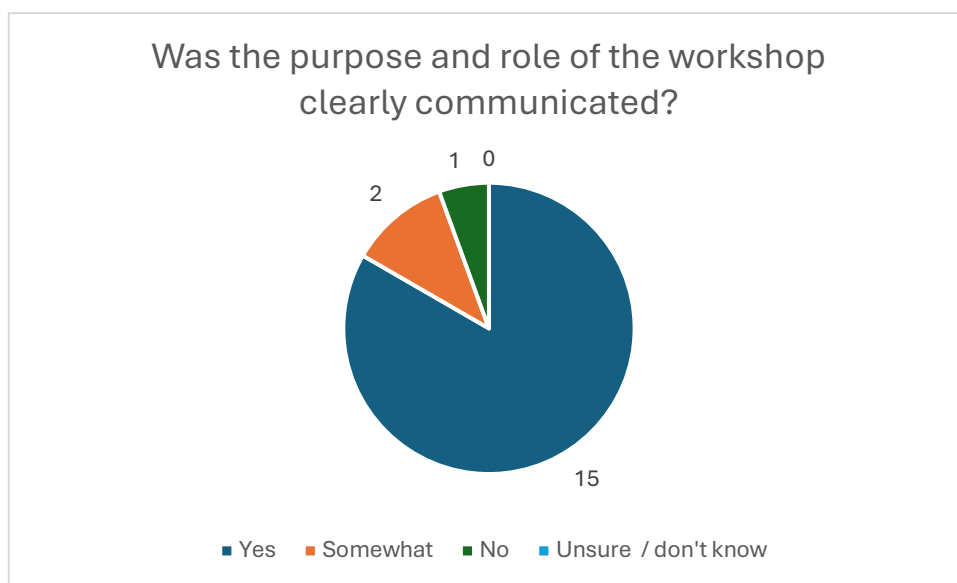
- Freedom of expression. Professional advisors to guide you and take workshop notes. Professional but enjoyable atmosphere and environment
- Contributions from a range of viewpoints
- Contributing to the group discussion and sketching up new ideas on paper
- Meeting different people from all areas of work and exchanging ideas about the housing project
- I enjoyed listening to the 'experts' or consultants delivering their views and understanding of the projects. I found their enthusiasm and energy very refreshing
- I enjoyed listening to others' views and having a response to my own views. There was a good deal of consensus on most topics. It was a bit rushed on Thursday afternoon and Katherine was more concerned in colouring in trees on the masterplan than hearing our views on the different sections and how they could link together

What could we improve for future workshops?

- Possibly just a little bit of repetition, but there was so much information and new concepts to get your head around that it probably wasn't a bad thing
- Very little, felt it was professionally run and organised
- Those I attended were well run by friendly, knowledgeable staff who were good at guiding the participants through the discussions
- Nothing comes to mind
- Ensuring microphone coverage for groups feedback, sometimes difficult to hear
- The intensity and time commitment meant they were really impactful, however a young working element of the community possibly couldn't commit to 2-3 full days mid-week so we're potentially absent from the decision making
- More youth engagement
- Pre-share materials
- It was fine
- A broader range of people need to engage, younger people, more people from ethnic minorities, those with disabilities
- More time to explore the proposed topography of the area earmarked for development and possible sites and mitigation, necessary for flood management
- (They were all excellent)
- You don't need 1 hour lunch break - 45 mins. How to attract more residents in from the 24-40 year old age group 'bribery'? i.e. payment of some kind
- Opinion from local authorities e.g. SADC, DBC, HCC, and parishes
- Would have been interesting to hear more about other groups
- To encourage more volunteers to engage in the housing planning

- Future workshops need to include attendees from the younger generations, particularly families and working parents. Industry also needs to be involved. Our workshops only had senior citizens involved and gave biased views
- I think the consultants leading the workshops should give everyone the opportunity to ask questions and air their views. There was a tendency to direct discussions to vaguer ideas and avoid specific discussions about important aspects of the plan. Locating the traveling community and access to key roads from the sites was largely overlooked

Was the purpose and role of the workshop clearly communicated?

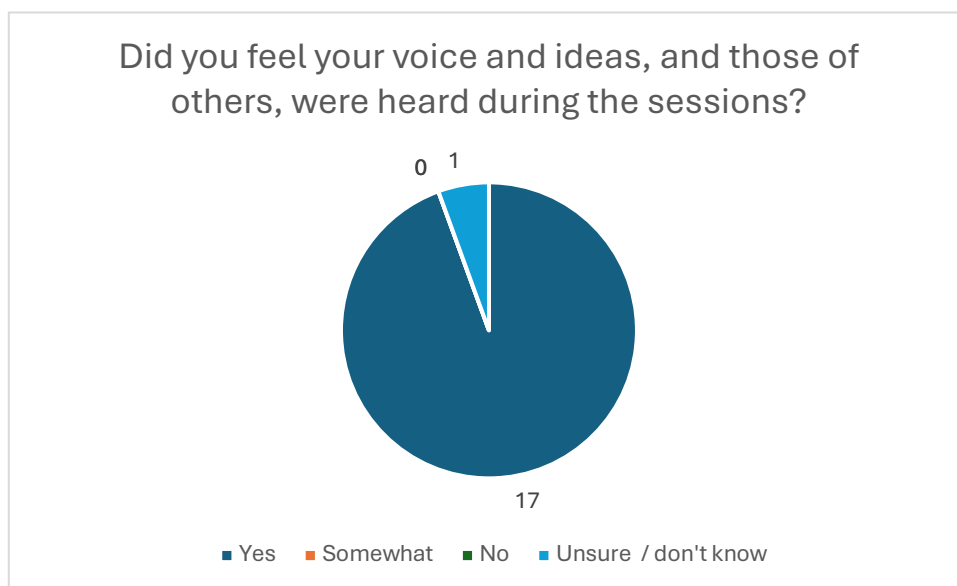


Please explain your answer above

- Very well moderated
- To take into account what is needed to make this project successful
- I couldn't attend the first day's sessions, so can't speak for what was said on day one, but I would have liked to have had it acknowledged at the start that the workshops would have no effect on the basics of the overall planning application (sites, density, provisions etc)
- The presentations were clear and concise
- I missed the initial morning workshop, however the team (Jaz) introduced me to things with a short briefing and the rest of the sessions made everything clear at every stage
- Excellent concise feedback and explanations throughout
- Good articulation of community engagement objectives
- I thought the experts explained their individual subject briefings very well
- Very thorough briefing

- I can't really fault any of your communications. Only that after registering for the workshop, there was no acknowledgement to confirm received, so I had to double check with Jas (wasted time?)
- Clear presentation
- I felt that more time could have been given at the start of the workshop to discuss the objectives and aims of the two sessions. I felt that the whole programme was stage managed to satisfy the demand to 'consult with local residents'
- Marcus was clear in his aims for the workshop on the sustainable travel corridor and I enjoyed his workshops on both days as he listened to everyone's views and was honest in his opinions and responses. Other workshops were less productive and too waffly

Did you feel your voice and ideas, and those of others, were heard during the session?

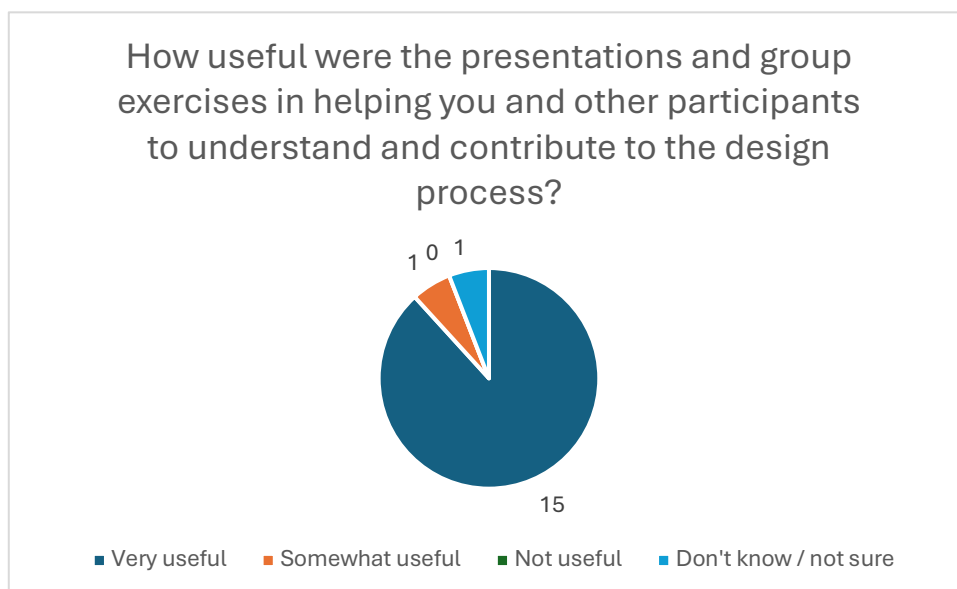


Please explain your answer above

- Again, ample time to express opinions and a very clear sense that no idea was bad
- Wide spectrum of backgrounds participating and all opinions mattered
- Group leaders encouraged thoughtful participation, and were diligent when relaying the group's suggestions at the end of sessions
- Everyone had an opportunity to express their views
- Well managed to take into account a wide range of perspectives

- By the end of the 3 days most of those involved appeared to be proud of what was achieved and felt in part ownership of the results.
- Needed some stronger facilitation as quieter people didn't always get heard. Feedback should be given by trained facilitators as people went on a bit and it was repetitive
- Themes seemed to be being noted - the evidence will be how/where we see changes to current draft plans to reflect the feedback
- Owing to ill health I did not go on the actual site visit so I don't know
- All members of the public worked collaboratively and all had the opportunity to express their views, which were then included in the outcome of each workshop
- Everyone was very committed - the other attendees and the officers connected with the various businesses and official groups alike
- All were noted and included in the presentations. None were ignored!
- It was a good open discussion
- I believe that every voice was listened to and incorporated into the overall project
- I did when Marcus was leading discussions. The Thursday PM workshop on the Masterplan was a waste of our time as there was no discussion at all, just colouring in of the plan

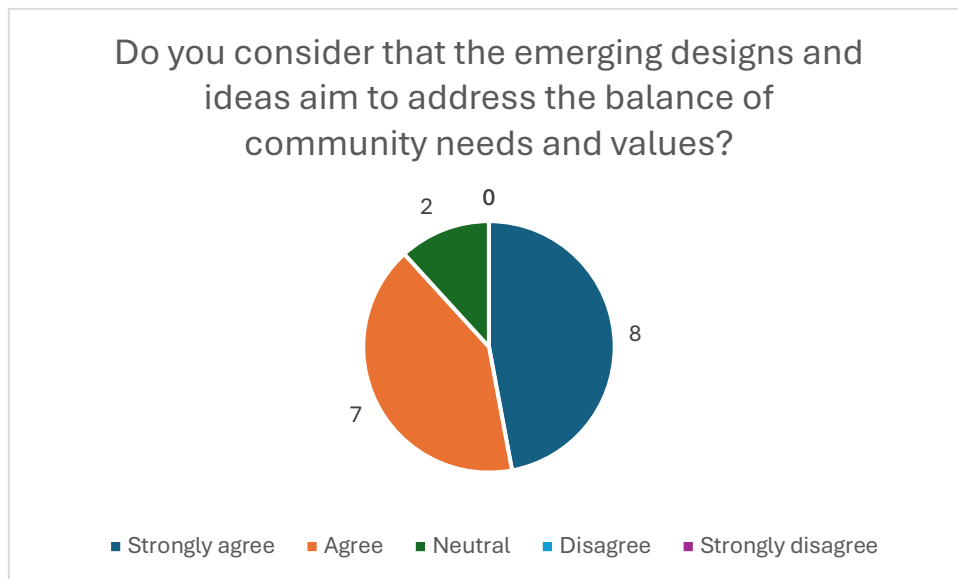
How useful were the presentations and group exercises in helping you and other participants to understand and contribute to the design process?



Please explain your answer above

- Invaluable to set the scene and then allow it to be explored
- The round table discussions did help us to understand what might be possible in the resulting design
- By Day 2 we were broken down into subgroups, in themes established on Day 1, so I think I missed a fair amount of info and explanation
- A great learning experience
- Subject to the time constraints, participants had a good opportunity to make their contribution
- Objectives were clearly presented and the team running the group exercises managed to draw out/ capture the attendees' concerns and ideas
- Stewardship from Iona was excellent
- I believe all participants felt that their views and contributions were valued and taken onboard by the design team
- So much background information and explanation of issues
- There was a logical progression in the presentations and exercises to read a final plan. Some perhaps did feel a little repetitive
- Opportunity to shape proposals
- The group exercises and presentations by the 'experts' were very useful. However, it will be interesting to see if the final design drafted on Thursday afternoon is actually in the planning submission
- The presentations were not clearly presenting ideas. The presenters had a tendency to stare at overcomplicated slides and did not engage with the audience. I felt the presentations did not add to our overall views of the masterplan - too vague

Do you consider that the emerging designs and ideas aim to address the balance of community needs and values?

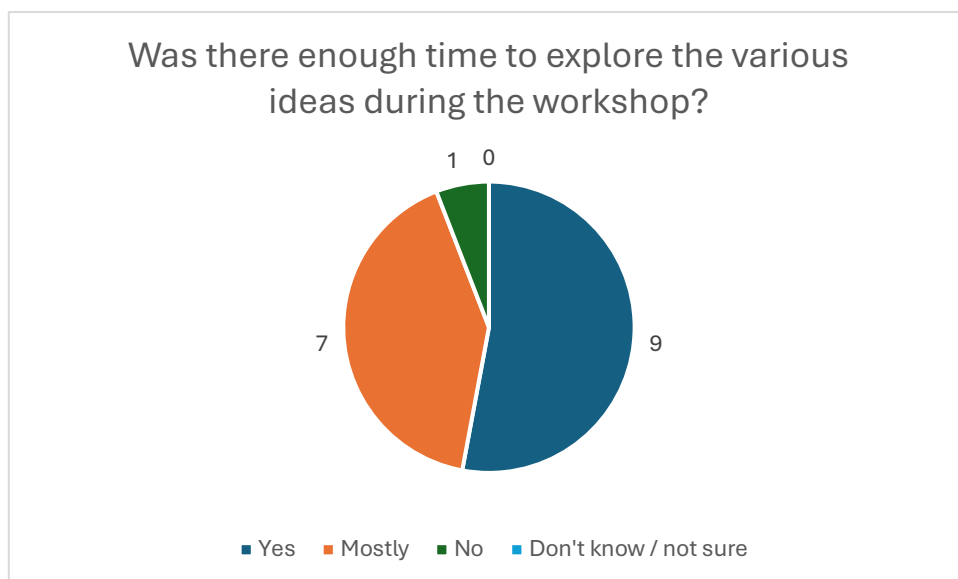


Please explain your answer above

- I'm not really certain what this means. As was highlighted during the session, whilst the people in the room might be affected by the proposals, they wouldn't have to live in them
- There was a broad views of what was required, but by getting this all out in the open feel that the community needs will be taken into consideration. Whilst appreciating please everyone is an impossible task
- It was a surprisingly positive experience - especially as this development will involve years of disruption to residents and a potential complete transformation of the place we have lived in for over 46 years, and is being imposed on us by a neighbouring Council to address their housing needs not our residents'
- The design team have a good grasp of the areas of concern for Leverstock Green residents
- There is an inevitable conflict, especially to envisage a future state in 10 or 20 years, but the team were generally taking on board concerns for consideration
- Some of the local demographic were less present (young people in particular but also the traveller community for example) but for those that attended representing the existing community were listened to and were responded to in the emerging work
- Really well thought out

- Transport infrastructure and lack of clarity / logic to potential Traveller site were lacking - but aside from this it very much appeared that feedback was being incorporated
- Providing the views and outcomes of the workshops and public participation exercises are taken into consideration. I believe we can expect see East Hemel to be providing a valuable contribution to the area and the growing population of Hemel Hempstead
- The collaboration ensured views were considered and valued. The outcomes represented genuine confluence and relevant compromise
- Everyone's ideas came together and perhaps this was because we all tried to reflect the likely views of all generations and not just our own?
- One community left out of this exercise so far is the large unknown body of new incoming persons and those yet to be born!
- Good but possibly transport issues not fully dealt with
- I still believe that the East Hemel Community project is faulty. To 'shoehorn' 2400 new homes onto a greenfield site wedged between the M1 motorway and Buncefield oil depot over a shallow high pressure oil pipeline is totally wrong. There are numerous alternative sites available
- There was a good deal of discussion in our groups about community needs and values and I felt that these views were listened to and incorporated with the masterplan ideas. There were still concerns over the increase in traffic from the new residents which were not addressed

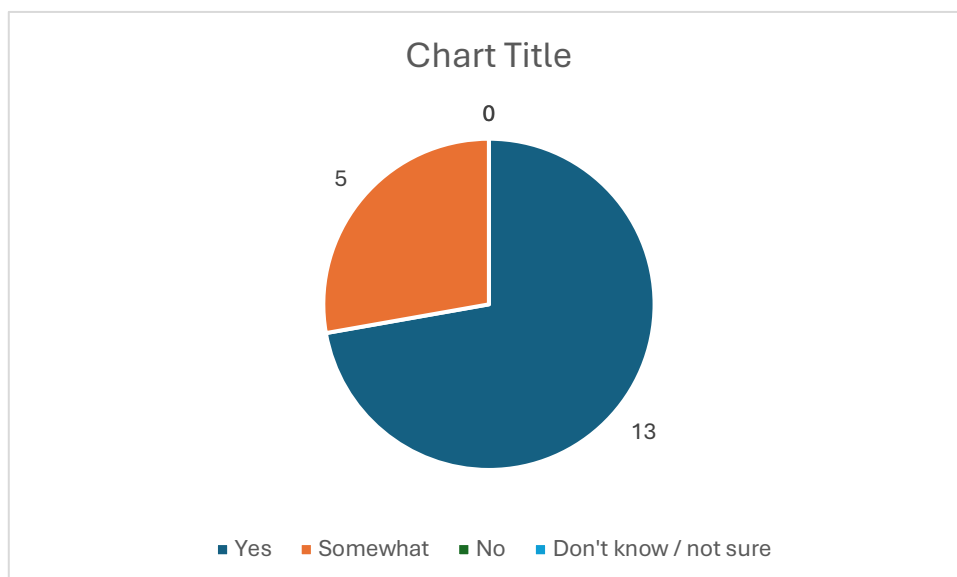
Was there enough time to explore the various ideas during the workshop?



Please explain your answer above

- With the site visit, two-day workshops and online forum, believe this to be more than adequate to get in the views needed.
- The themes were ones which it would have been perfectly possible to spend a day on each!
- A great deal was accomplished in the time available
- More time might have alienated more attendees due to commitments.
- the online session was short and it was a shame there wasn't a second online session the following day to update on day 2's discussions
- The time was sufficient prior to each workshop.
- There would have been but sometimes got 'bogged down' in too much detail or irrelevant experiences!
- The presentations could have been more terse, the group exercises then could have more time.
- Transport ideas not fully considered
- The timing and scheduling of the two days was very good and sufficient.
- Some of the workshops felt rushed as we had to cover a great deal, especially relating to traffic and the new routes. Perhaps less focus on presentations needed and more time given to workshop discussions.

Do you think the workshop encouraged diverse perspectives and inputs



Please explain your answer above

- Very clearly a 'no judgement' environment
- There was a very diverse cross section of people at the events I attended.

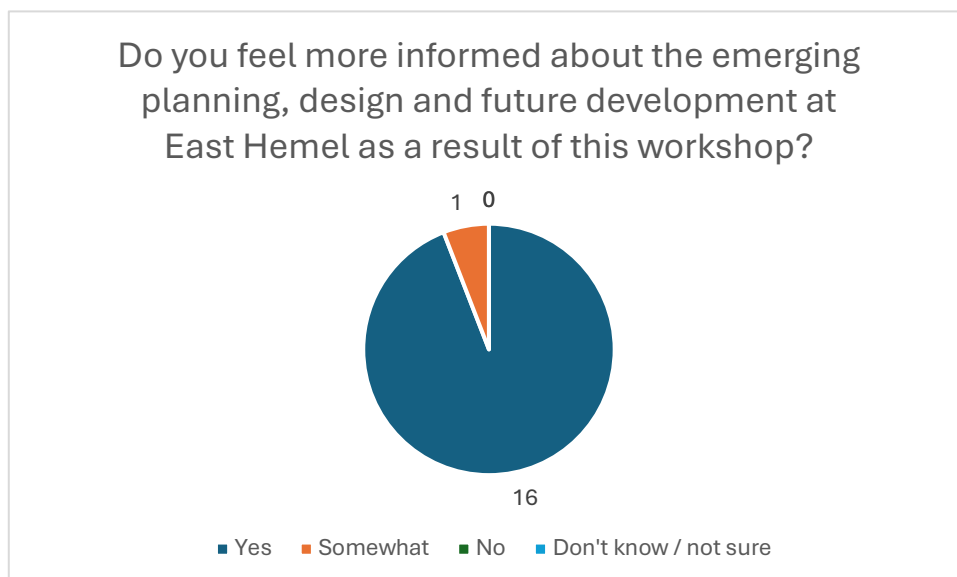
- Participants were from various local areas but the overwhelming feeling I was left with was how engaged participants were in doing their best to make a difficult development site into a pleasant place to live
- Everyone was given an opportunity to express their views
- A (slight) majority of attendees were older middle-class from the direct local area (Leverstock Green).
- See previous comment about making sure more diverse voices are heard.
- the views of all participants were included in the final presentations of each workshop.
- Absolutely all views were given time for exploration
- Taking into account what I have written, needed more younger people and MORE ETHNIC MINORITIES.
- This was driven by those available to attend - a particular demographic with two days free midweek. Not a criticism, just a fact.
- Good open discussion
- The cross section of attendees, mostly 'senior citizens', meant that the workshop focussed around senior citizen issues. A wider selection of attendees are needed.
- Everyone was given the opportunity to contribute during I&A and during the workshops feedback. I felt this was a real strength of the 2 days and was well managed.

How might we make future East Hemel engagement events more inclusive?

- Holding an event over two days during the week inevitably results in attendees largely being people who don't work for whatever reason and are likely to exclude younger participants.
- I think a good job is being done on this element already
- Don't know how you do it, but three weekdays are a tall order for most people and impossible for the mass of the working population. Weekend sessions?? Evening sessions??? More online, even?
- So far the engagement process has been inclusive
- Find ways for younger participants to take part - some work with secondary schools? They are potential residents. It also might encourage interest in careers in the sector.
- Maybe tech/ online/ social media to get a younger demographic involved. They're the ones who will hopefully be living there in 8-10 years.
- different types for different groups e.g. school groups for youth engagement
- do them on weekends or evenings so that working people can attend
- Hold it somewhere where there is better parking
- More online and evening sessions.

- Include more involvement from young people, by perhaps including schools and young community groups. who might provide a different perspective.
- I think they are pretty impressively already very inclusive
- Just read this having written the above! You perhaps need to look at your marketing methods, and where/who you are currently targeting v approaching different neighbourhoods
- Positioning as promoting the 'story so far' as offering a view of the solution, rather than a request for ideas. There is no longer a blank canvas, but still an opportunity to influence the design. This needs to go 'on the road', maybe using social media? How about a virtual model?
- Can't say that it could be much
- To invite more people from the community, young and old
- Arrange for similar workshops for younger attendees, possibly weekends or online in the evenings. I also suggested that the consultations should go into the workplaces in Maylands Avenue to obtain industry's opinions
- You need to capture the ideas of younger residents and engage with people with young families who still want to use a variety of facilities and will use the schools

Do you feel more informed about the emerging planning, design and future development at East Hemel as a result of this workshop?

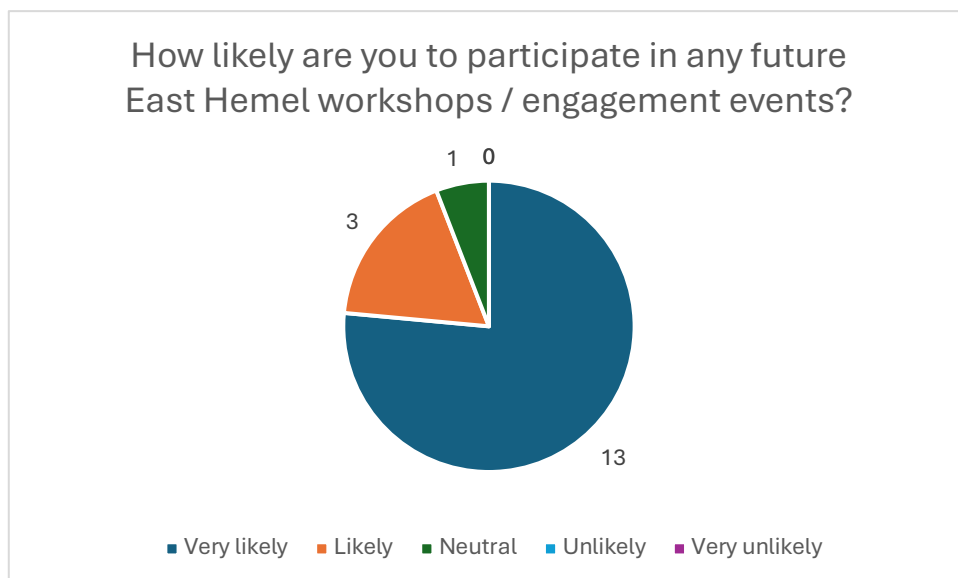


Please explain your answer above

- By being asked to be involved and taking notes of views and opinions, with this engagement and the discussion feel more informed and educated on the process

- I'm more informed but not entirely reassured that any suggestions will be taken up or be translated into actuality at the end of the day!
- Very good progress has been made
- The openness to share information is commendable, however it is at times hard to understand exactly how 4000 homes will be delivered on the 2 designated sites and how that might ultimately impact on the surrounding area
- Best consultation I've seen and KMA are fantastic
- I feel encouraged that, as a member of the public I have had the opportunity to present my views and hopefully make a positive contribution.
- Considered ideas not originally in my mind e.g. the complexities of stewardship. There was a final map of all of our ideas to make the project 'come alive' rather than being piece-meal ideas
- After spending two full days with the team of 'experts' and consultants I feel very informed of the East Hemel development. Not totally sure if I agree with it, but I am fully informed
- I felt that we were given access to a great deal of information about the masterplan and its design. Our views were listened to and engagement was always positive

How likely are you to participate in any future East Hemel workshops/engagement events?

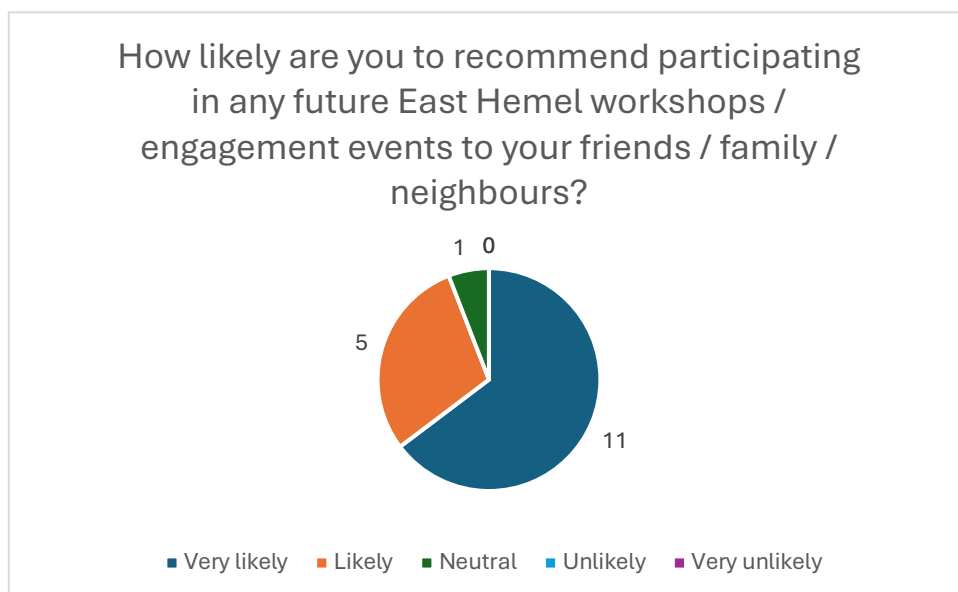


Please explain your answer above

- It was a great forum with lot of very interesting and constructive dialogue
- It all depends on whether optimism or cynicism triumph in my mind!

- Local resident with a keen interest in what is delivered to be of the highest quality that it can be
- They were very well run and gave opportunities to explore different perspectives
- I think it is important that as member of the Hemel Hempstead community we all have the opportunity to participate
- Been to all thus far!
- I think it is useful to know what local people think and feel about housing planning and other projects that goes on in the community, to have a say.
- I would welcome the opportunity to participate in further workshops in the future
- I would very much like to be involved in future workshops and engagement events. I am pleased that The Crown Estate is keen to listen to the views of residents and access our area knowledge

How likely are you to recommend participating in any future East Hemel workshops/engagement events to your friends/family/neighbours?



Please explain your answer above

- I enjoyed the experience and would gladly recommend involvement. To have a voice is very important
- Have already shared with spouse, whose reaction was cynical, I'm afraid!!
- I seem to mostly know older, middle-class people in the area and they are already well represented at these workshops

- I would encourage anyone to share their views on a development at the outset of a project. In order that these views and concerns can be taken into consideration, as often local knowledge is a powerful planning tool
- Knowledge is power! You may not take our views into account in the final plan, Who knows. But if you don't get involved, you have nobody to blame but yourself
- The message is, if you don't participate - you can't complain after the fact.
- The more people we can invite, enriches the ideas and enables for better planning and development for the future
- I would recommend my younger, friends and neighbours to participate in future workshops
- I think it's important that this level of engagement continues throughout the process and involves a wide range of age groups and end users of the proposed facilities

What, if anything, will you share, about what you have learned from the workshop today, with your friends/family/neighbours?

- I will write an article for the Great Gaddesden parish magazine and report back to the parish council
- That we as local residents, businesses, associations etc. that we are being engaged with
- I would like to think that I could share optimism that this development will become a good place to live and work, despite its constraints, rather than an overcrowded dormitory for St Albans residents
- I will brief the LGVA committee at the next meeting
- A good insight into what seems to be an atypical approach to designing the community
- What we did, what we learned, and how it felt like a positive experience for the future of the development
- The willingness of the crown estate to really engage rather than just build houses for profit
- The planning process appears to be collaborative encouraging local understanding and views. as such it is an opportunity to be involved in the development of an exciting project
- Good process, good engagement, needs good participation
- Please see my answer to question1
- Yes
- That it is great to be part of the decision-making process
- The complexity of joining up so many different aspects of building a new community. Building houses is the easy part. Most people actually want the same things in life! You have to contribute.
- That even with the constraints, there is some scope to influence the outcome.

- I discovered that most people in the groups are experts and are very experienced. They were willing to contribute toward the housing planning. They were very polite and pleasant.
- I will share all that I have learned over the past two days and in particular the scope of the project - 2,400 new homes and the projected time scales.
- I will share 'information' learnt about the masterplan and what views were influential during the workshops.

Is there anything else you would like to share about the workshop or the future development at East Hemel development?

- No
- By being involved want this development to be the very best version it can be.
- Future development: I'd like to have heard and hear more from Hemel Garden Community if they have any specific plans for the South development area.
- N/A
- Early involvement of the ambulance service should be considered so that they can contribute to design, rather than reacting to what has largely been determined.
- A really high quality of team that were able to listen to what we had to say and what we felt and were able to translate that into something meaningful and representative.
- I just thought that some time could have usefully be spent on looking at inflows from local communities , such as older people from Leverstock Green and wider area, families with young children wanting to be nearer Primary Schools, families with older children wanting to be nearer Secondary School; and sports facilities. \there are clearly other inflows from Nort London etc . This could affect the type/size of housing in different areass
- transport infrastructure/ need for proper relief roads on eastern side of development (to connect B487 to Green Lane/M1, and to connect Maylands area to A5183 to St Albans
- East Hemel will be an important addition to the growing population of Hemel Hempstead, which is necessary for the growth and prosperity of the area.
- Workshop - no further comments. Future development - very nervous about the roads system in the southern region/sector of 2,400 homes. Can't see a solution to the rat-run problem. Not enough discussion on 'Travellers' locations.
- OK - don't forget the sewage
- The staff were excellent and well organised. Management worked well with us to make sure we were looked after; the food was good. Thank you.

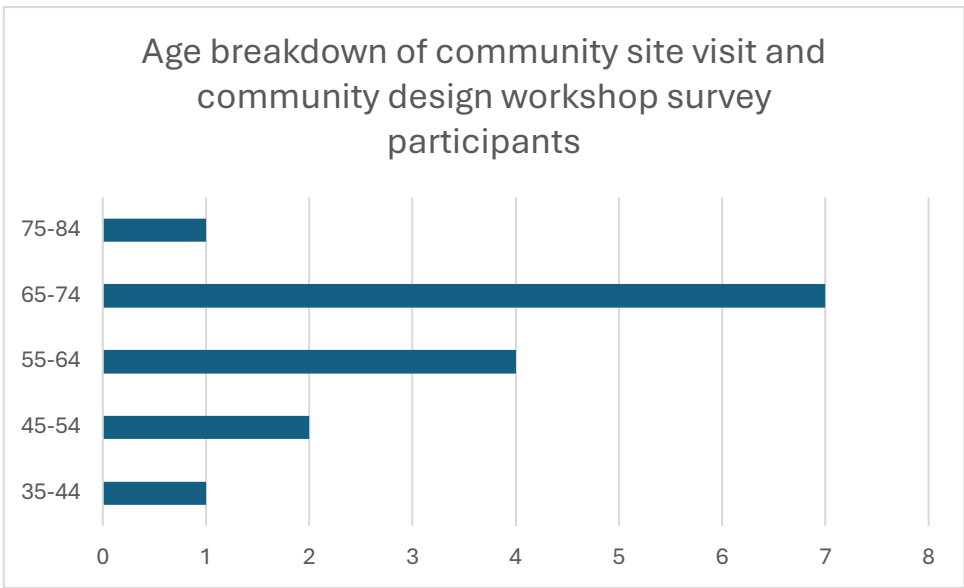
- I would comment that the facilities given at Adeyfield Free Church were perfect. The correct size venue with good break out areas for group sessions. A well organised event - well done!
- A great deal more thought needs to be given to the access to and out of the new sites and how that will impact the local road network. More thought needs to be given about access to areas outside the plan such as hospitals, train stations and leisure facilities.

Other information

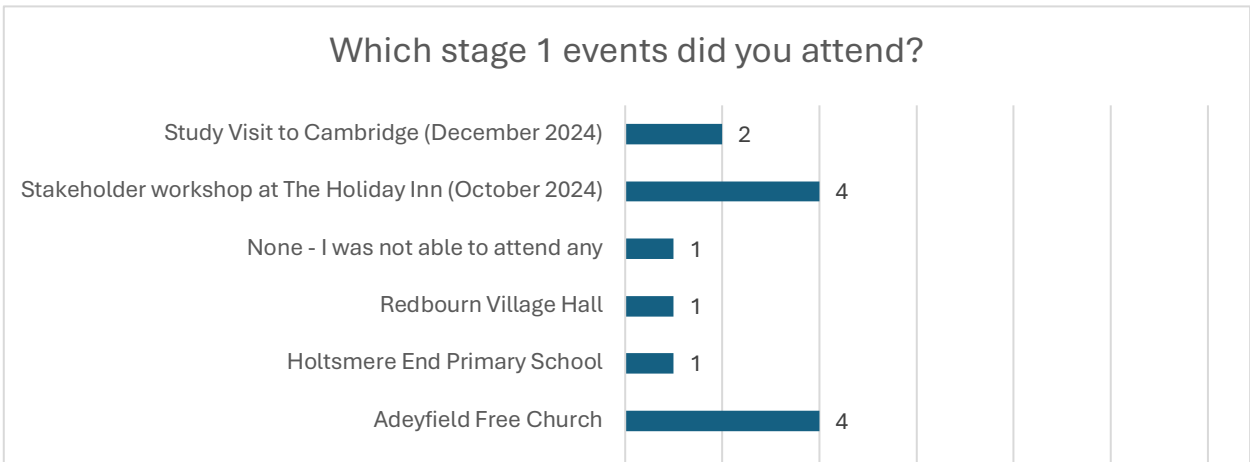
14 of 19 participants stated that they were residents with 6 of those identifying themselves as being involved in local organisations / government:

- Clerk to a local parish council
- Main committee member of Leverstock Green Tennis Club
- LGVA Environment and Planning Committee
- Nash Mills Parish Council
- CEO of local charity
- Environmental subcommittee of Leverstock Green Village Association

The age breakdown of survey participants was:



The other events that survey participants had attended was:



Appendix B Analysis of drop-in exhibition feedback

A total of 47 completed feedback forms were submitted in person at the event, online or by post.

Where did you hear about the stakeholder drop-in events?

Direct Mail	19
Posters in the local community	4
Word of mouth	9
East Hemel Website	3
Facebook / social media	7
Other	17

Did you attend the previous cycle of engagement

Yes	18
No	24
Don't know	3

If yes, does the exhibition panel capture the main themes you understand were raised?

Yes	10
No	8
Don't know	9

If NO, what else would you add that is missing?

- Should be more use of busways for long distance travel linkage (discourage the use of private vehicles) ie. to town centres and railway hubs Hemel Hempstead St Albans and even Luton
- Why are the buildings all being built so close to Hemel Hempstead when there is so much more land in St Albans area.? No one has ever answered that question for us.
- There is a complete absence of a strategic context for the M-Ways and road network and no connection between the planned massive housebuilding north and south of East Hemel. The plan has no credibility unless the infrastructure of road networks is addressed- there is no credible evidence to suggest that this is being taken into account. In addition, there is no mention about the impact on the health of people having homes in very close proximity to the M1 and M25. The ignoring of public health is a very serious omission and needs addressing pdq.
- Details on travellers sites
- The area in which the proposed pathway access is being proposed via a private development of Oakhill Close & Farm End. Why does this need to be through this. The access via Green Lane and or Westwick Row makes more sense
- It is of paramount importance that a dedicated cycle path and pedestrian footpath is implemented from the site to St Albans adjacent A4147 Hemel Hempstead Road, even though this is outside the redline boundary
- People's concern about connecting with public transport
- Details /dates. Park and ride?

- Roads and other infrastructure
- Engagement with another sports body since sport England has nothing to do with the equine world

Did you attend the study visit to Cambridge in December 2024?

Yes 1
No 45

If yes, does the exhibition panel capture the main learning points

Yes 1
No 6
Some 0

Note: though these 6 participants did not attend Cambridge Study Visit, they used the opportunity to make the points raised in the follow up questions below.

If NO, what else would you add that is missing?

- An hospital, hotel, cafes, restaurants, pubs, meeting places, outdoor seating.
- Parking & transport
- I could not attend so I am unable to comment
- A comprehensive summary of actual residents' views. There must be some things which they are not happy with.
- Did you see Cambridge has park and ride to the city. They have a lot more space. They suffer from the same traffic issues that we do in Hemel.

Did you attend the East Hemel site visit on 28 January 2025?

Yes 4
No 40

Did you participate in the community design workshop over 29-30 January 2025?

Yes 6
No 32

Looking at the outputs of the workshop, is there anything that you think is missing?

- An hospital.
- Provision of separate Access for site vehicles to ease congestion on existing routes
- Nice amount of ideas. Any mention of bat boxes, swift, swallow boxes on new housing?
- Yes see answer to Q 15
- The timing of the workshops didn't work with my work schedule.
- See my previous comments- I was out of the country on the dates in question
- A dedicated cycle route to St Albans along the A4147.
- Tram link to other towns...there needs to be more work on inter modal choices given how much we're building.
- Where is the rest of the feedback from participants? It's not enough to quote someone who simply said they enjoyed it!
- not sure

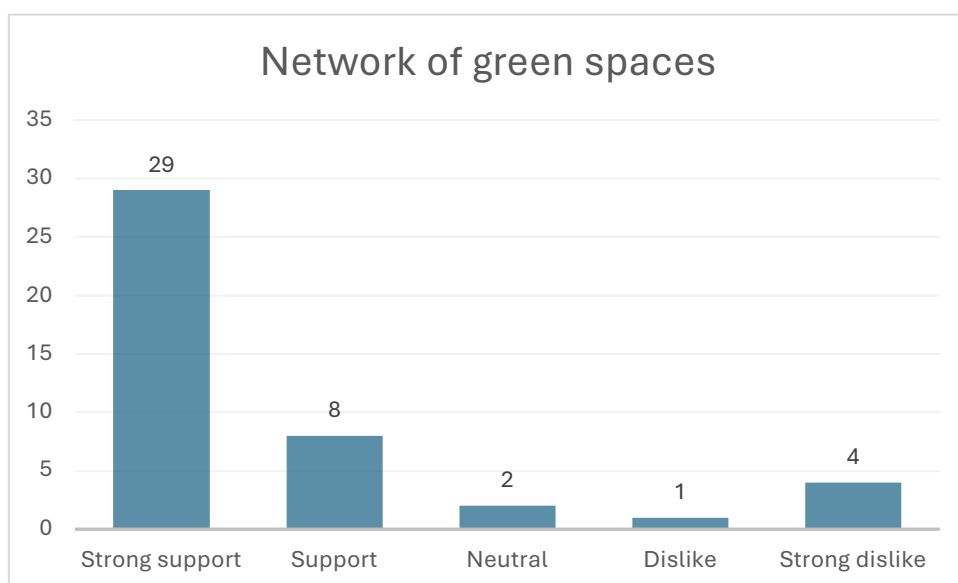
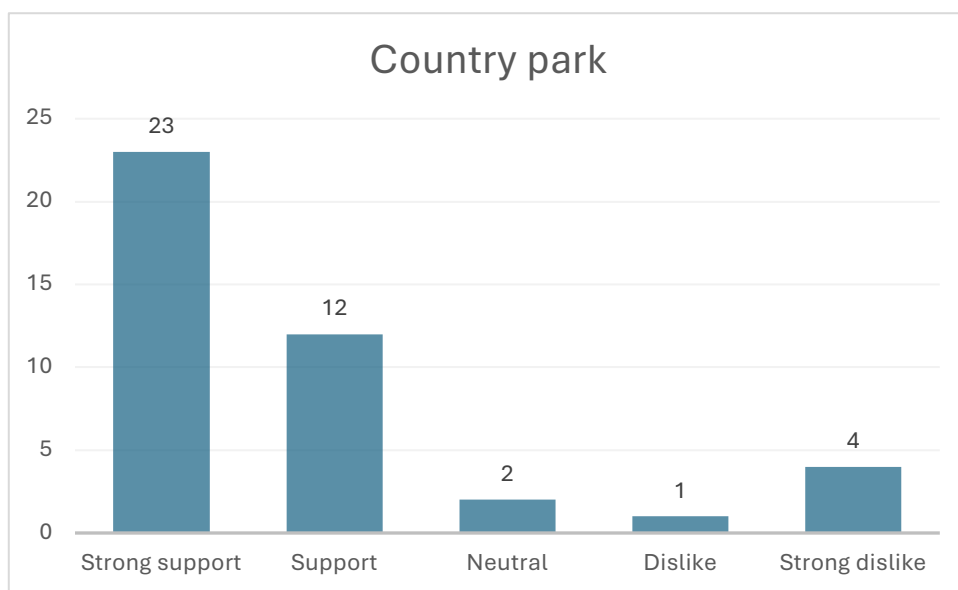
- more leisure provision
- Travellers sites, Parking

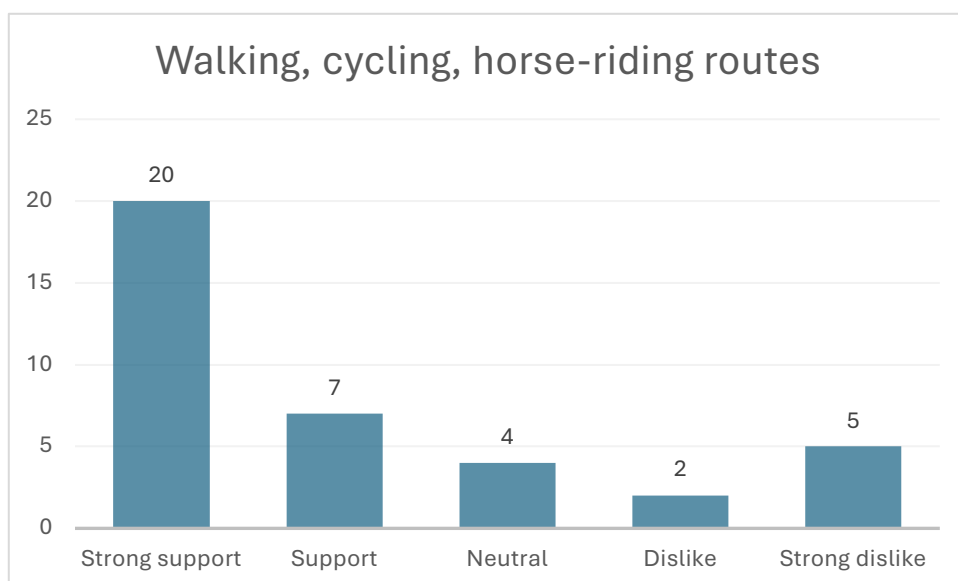
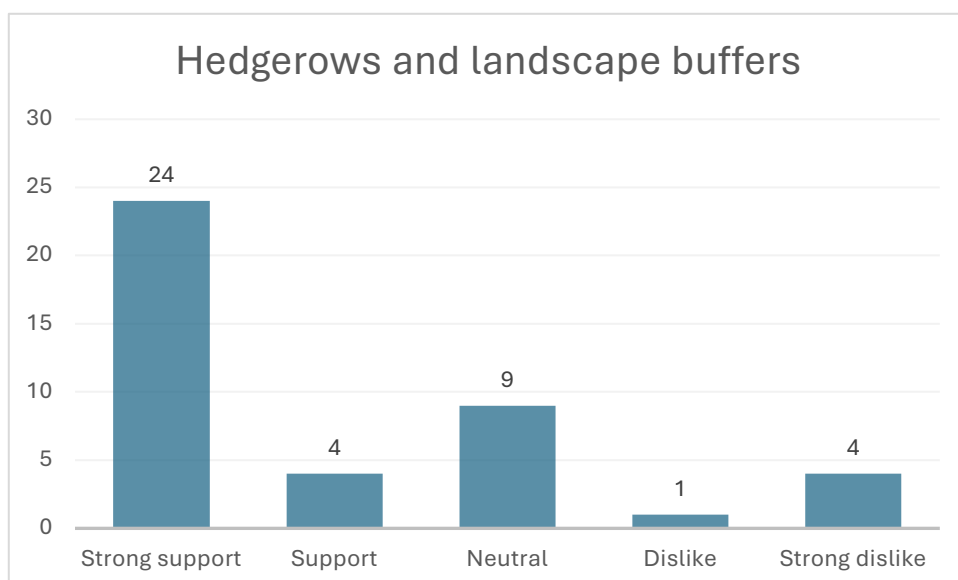
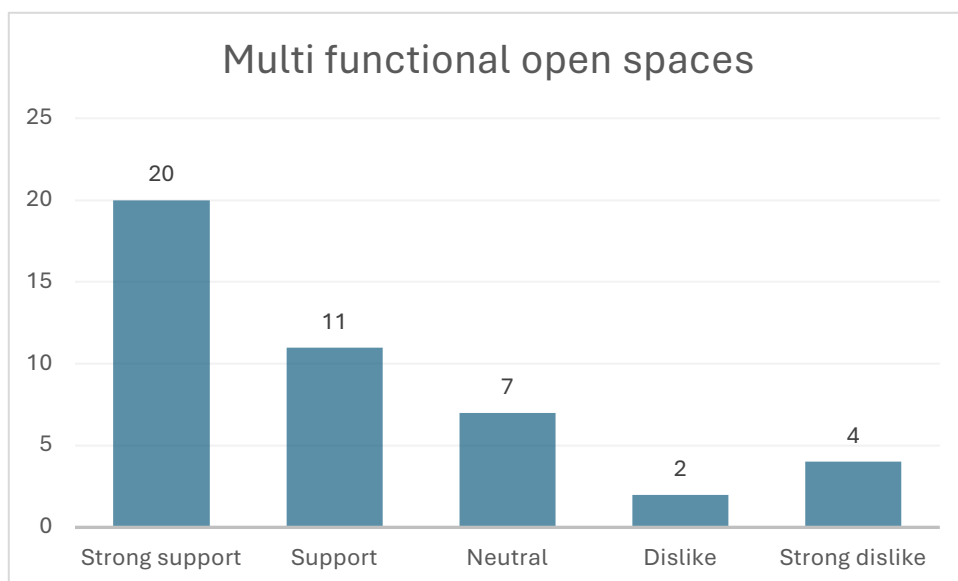
Are you aware that there is a local plan for St. Albans which sets requirements for the type and mix of development on the site which our application must align with?

Yes 36
No 5
Don't know 4

6. Landscape ideas (Panel 6)

How would you rate key landscape ideas explored at the Community Design Workshop?



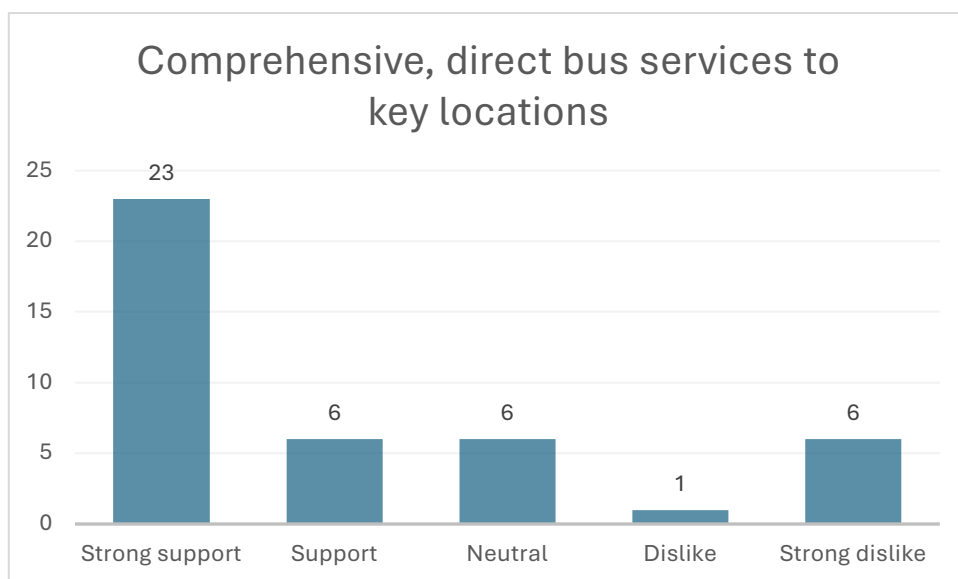
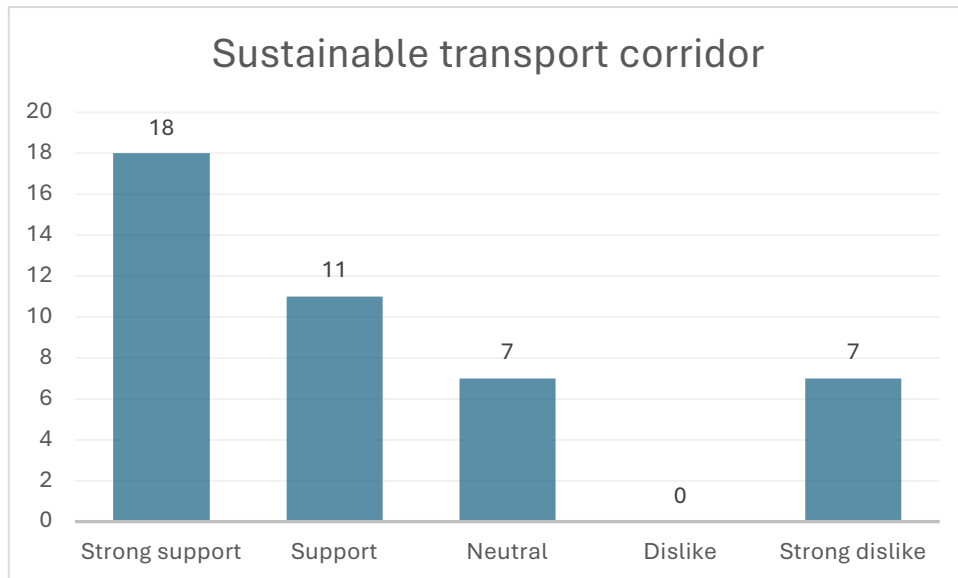


Any others?

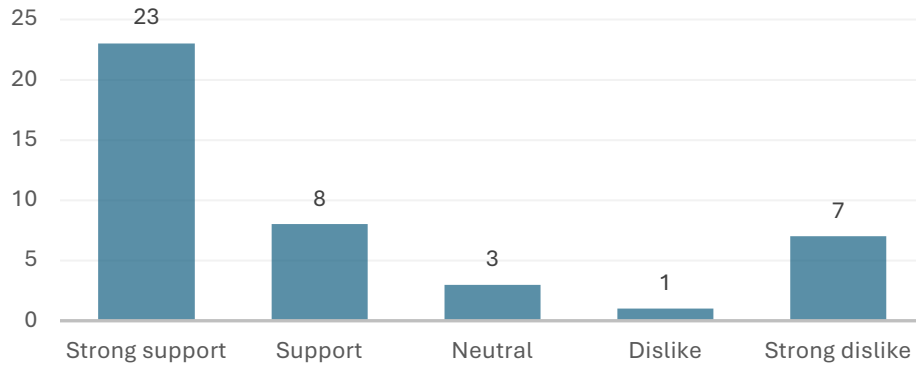
- Please see Boxmoor Trust and Jellicoe Water Gardens in Hemel
- Is there a national grid power line running right through the sites could the land underneath or adjacent to be used for a Cycleway or walk way or even a Busway
- Nickey Line to be maintained and supported
- Need to do more concrete work on multifunctional spaces. Typically I see that a sport has an area. What is needed is for instance to take down goal posts so that the other sports can use the area when there are no football matches.
- Biodiversity net gain
- A wild green corridor linking E Hemel with Bunkers Park. The destruction of farmland and, by definition, wild and birdlife is all too obvious. Measures to preserve existing trees and ancient hedgerows might help to mitigate the impact on wildlife- need more information on this aspect
- Need areas designed for older people I would not go to a children's play area for fear of being accused of being there for the wrong reasons
- "Future cycle and pedestrian route" shown to St Albans is not acceptable. The Local Authority has to agree to implement this PRIOR to approval of the development, otherwise it will not be sustainable
- Green spaces that act as buffers but integrate well with developments. They shouldn't at the expense of development. Car parks should be underground to provide better green spaces
- Concern for wildlife and biodiversity. Consultation with the wildlife trust
- Creating green spaces etc. adjacent to an extremely busy motorway will be a disaster for the health of the residents of this proposed development, especially young children, who are likely to suffer respiratory problems due to air pollution and possibly long-term illnesses
- A clear separation between current local areas and any new developments to keep area identities and community relationships
- Padel/pickleball courts
- Current cycling routes do not get used. Trees, hedgerows and landscape does not receive maintenance on a regular basis

7. Movement ideas (Panel 7)

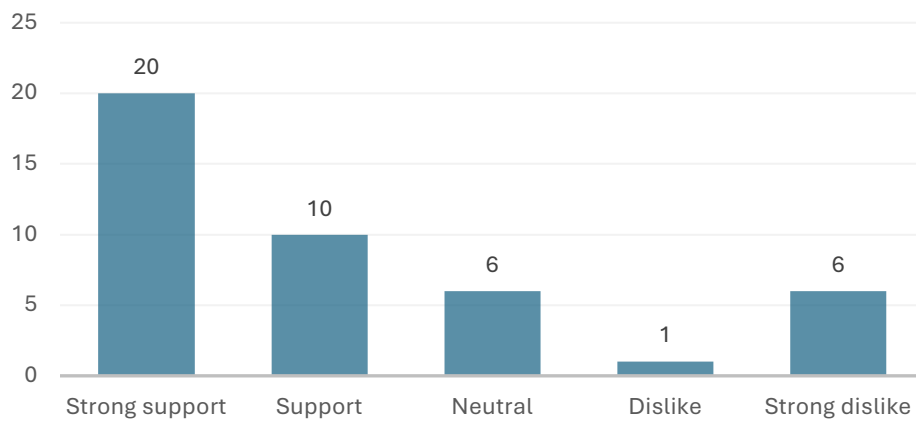
How would you rate key movement ideas explored at the Community Design Workshop?



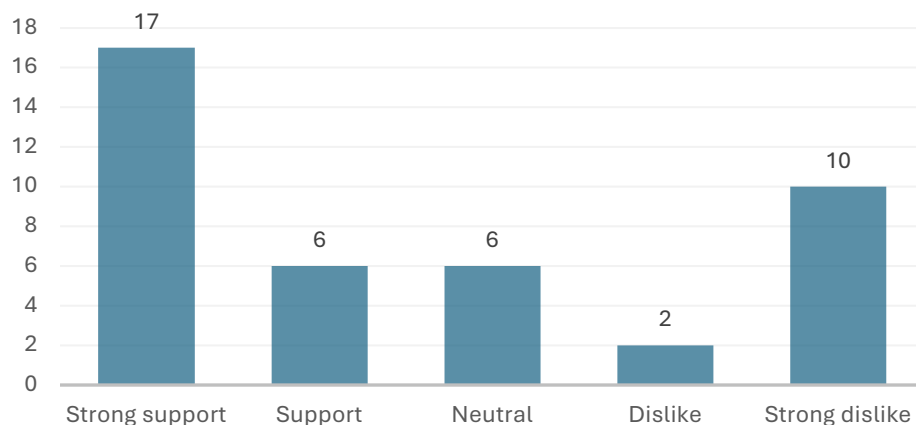
Connected walkable & cyclable neighbourhoods, connected to schools and shops



Mobility hobs to connect bus services and other modes of transport



A new East Hemel gateway footbridge across the A414

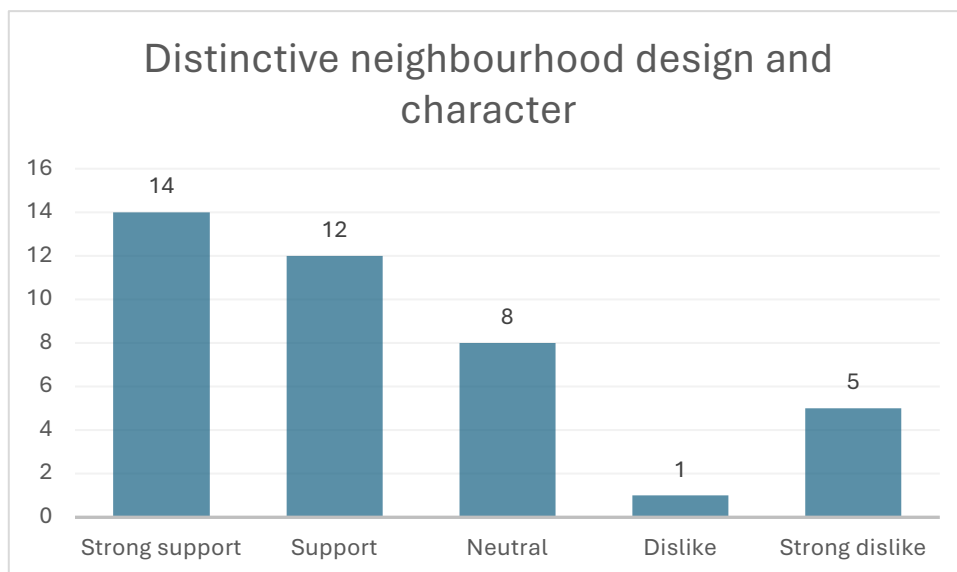
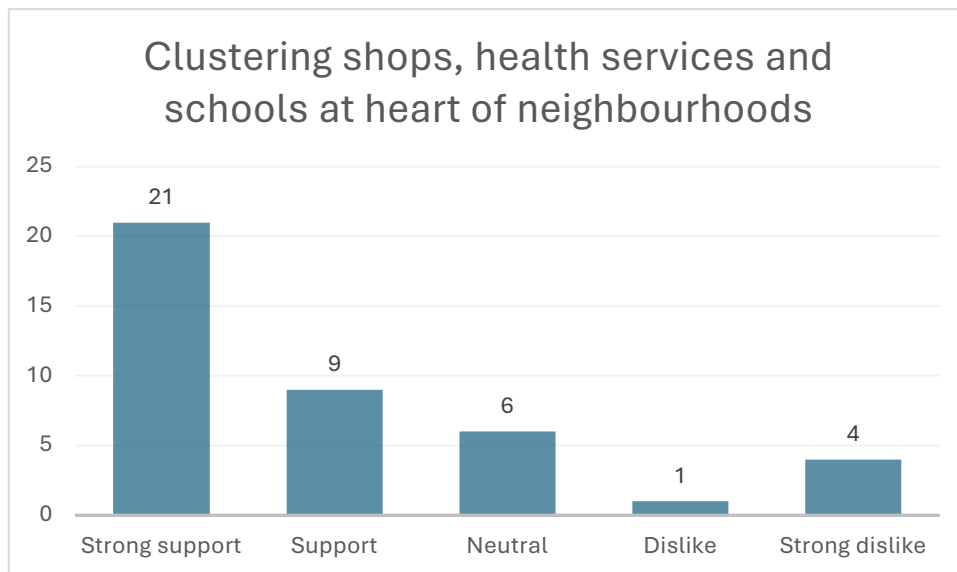


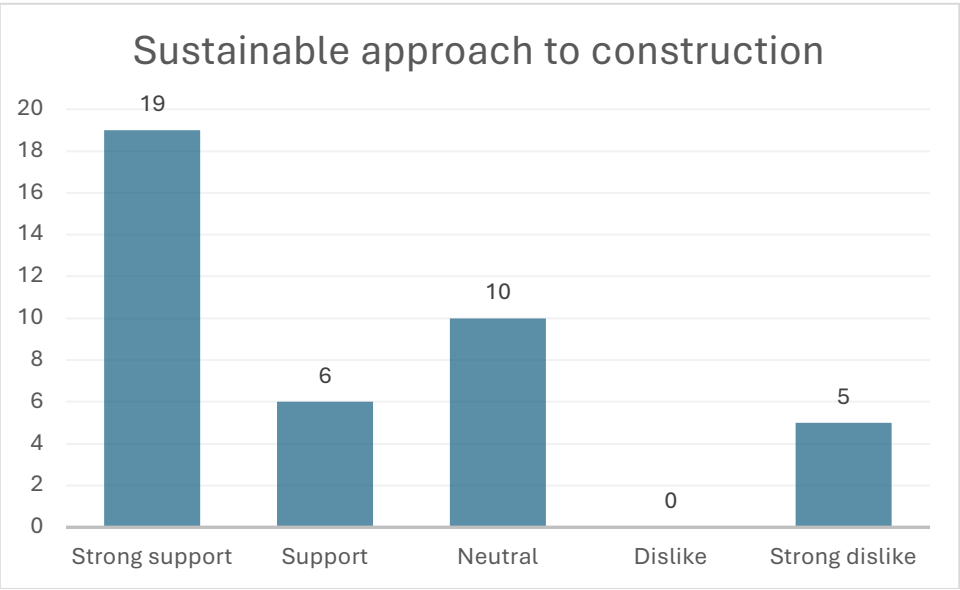
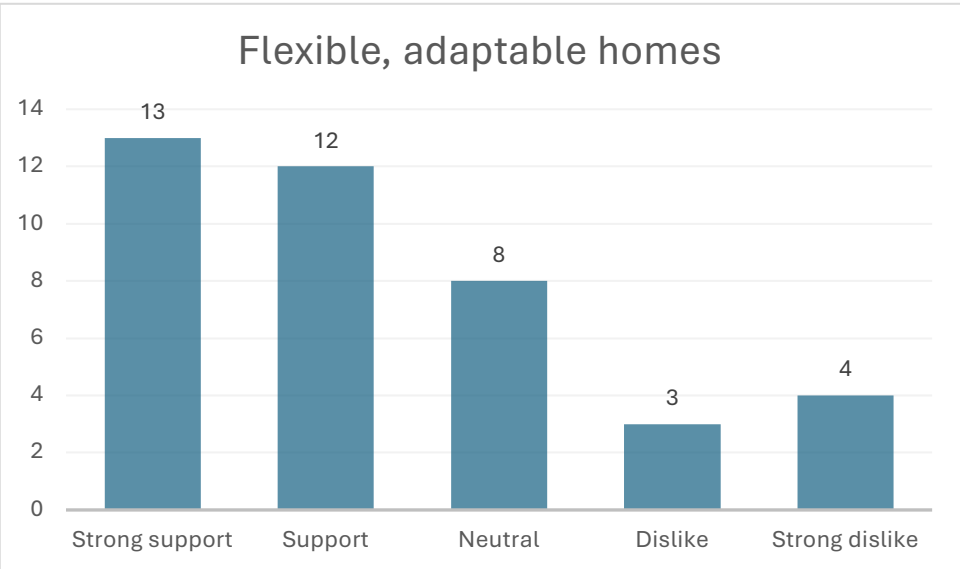
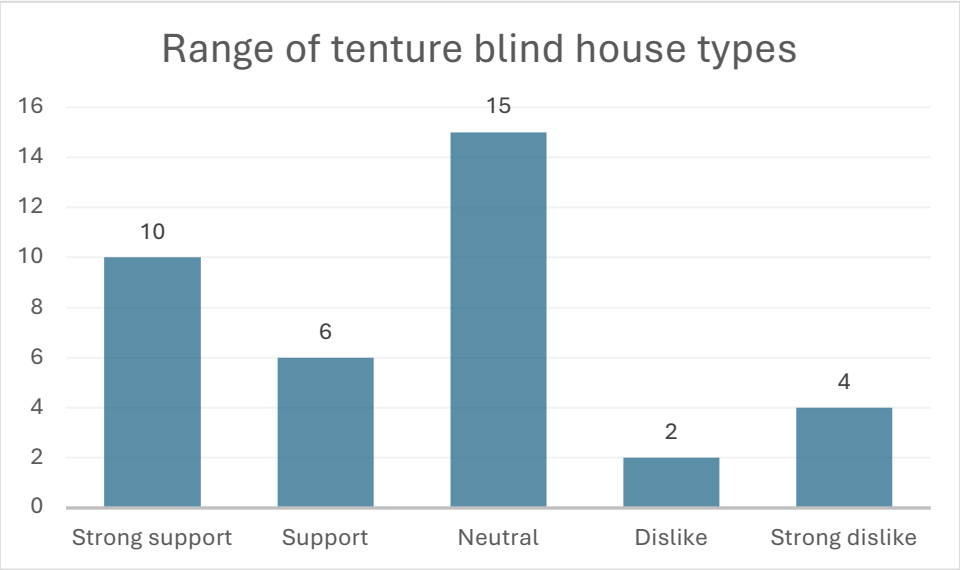
Any others?

- Footbridge is of little use to those with disabilities and buggies. NB near Jarman Park / St Albans Road, pedestrian crossing at street level has recently been installed
- Better access is essential which should not rely on existing routes
- Footbridge to be used in conjunction with other major infrastructures
- Road infrastructure is currently overloaded at present, future is very concerning
- Better cycle and walking links to Redbourn
- Why is the gateway footbridge only for walking? it should be a bridleway
- Existing bridge hardly used & one by Tesco has had a pelican crossing installed as people reluctant to use bridge. All buses from wherever should go to railway station
- Concerned how access will be made to the dwellings south-west of Westwick Row sandwiched between the A4147 to Leverstock Green/St Albans and Westwick Row. This has not been discussed. Is access from the A4147?
- Ensuring Westwick Row and Pancake Lane do not become rat runs or default access
- There were some really exciting ideas about the STC within the commercial zone, however it now appears to be 'more or the same' HGV-dominated streetscape with secondary cycle and pedestrian consideration
- We should consider a tramlink to St Albans, Hatfield/Welwyn, Aylesbury - Oxford
- Again, encouraging people to walk and cycle next to an extremely busy motorway will be a disaster for the health of the residents of this proposed development, especially young children, who are likely to suffer respiratory problems due to air pollution and possibly long-term illnesses. The majority of people don't use public transport and building houses at some distance from local towns will cause a huge increase in the number of cars on the local roads which are already congested, especially when there are closures on the M1
- A safe way between east and west Hemel without children having to cross roads with bikes
- You are missing the facts that all the traffic is for people commuting to work and this will be even worse around the M1 with more houses

8. Neighbourhoods and housing ideas (Panel 8)

How would you rate key neighbourhoods and housing ideas explored at the Community Design Workshop?



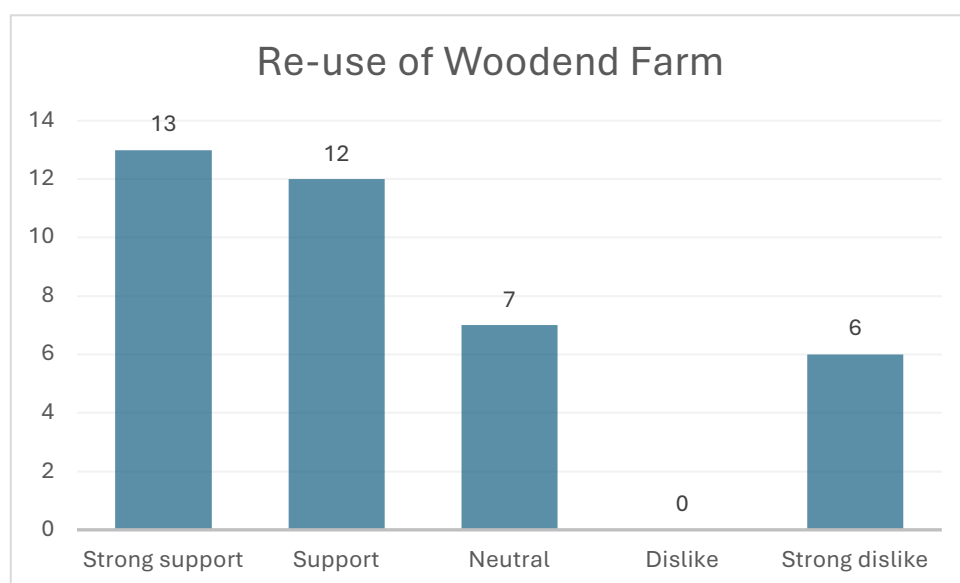


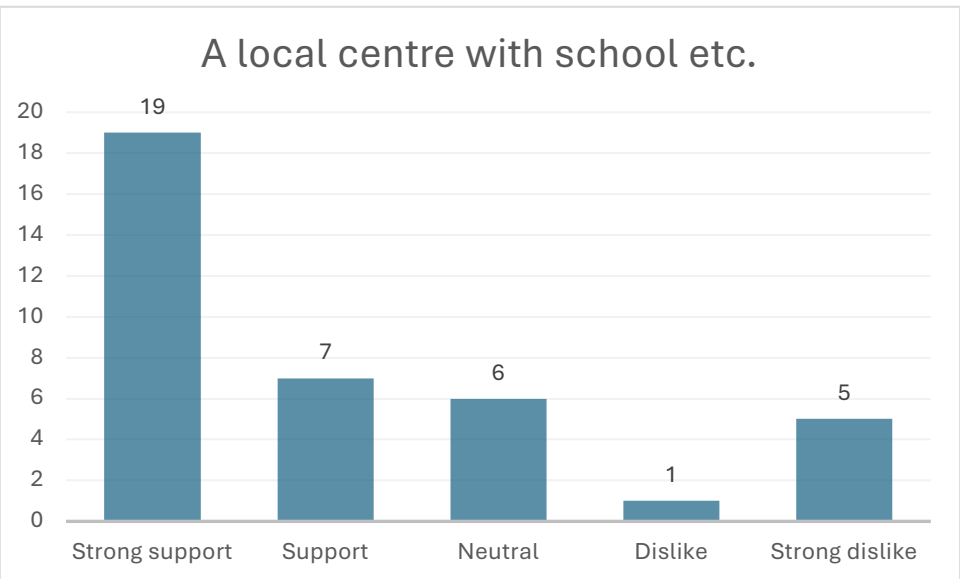
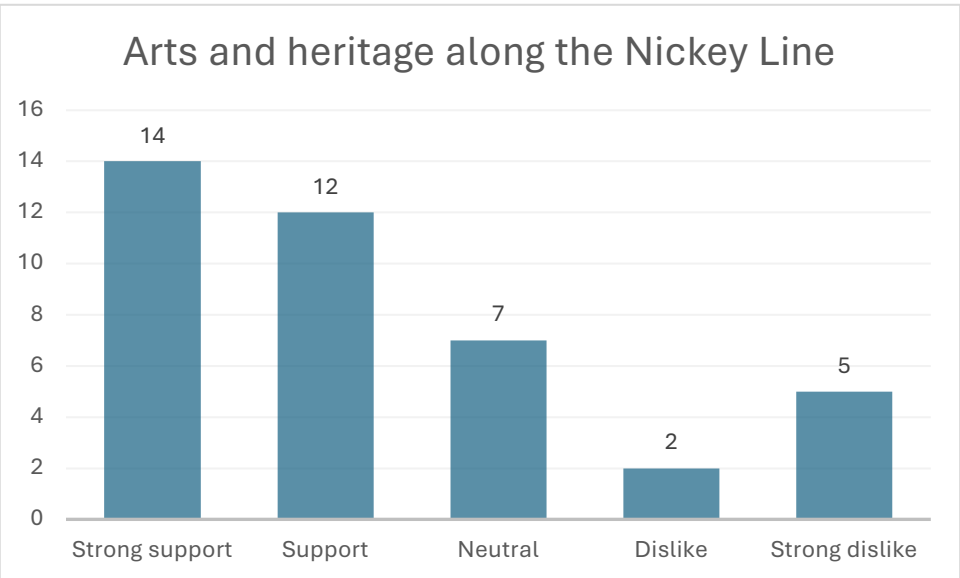
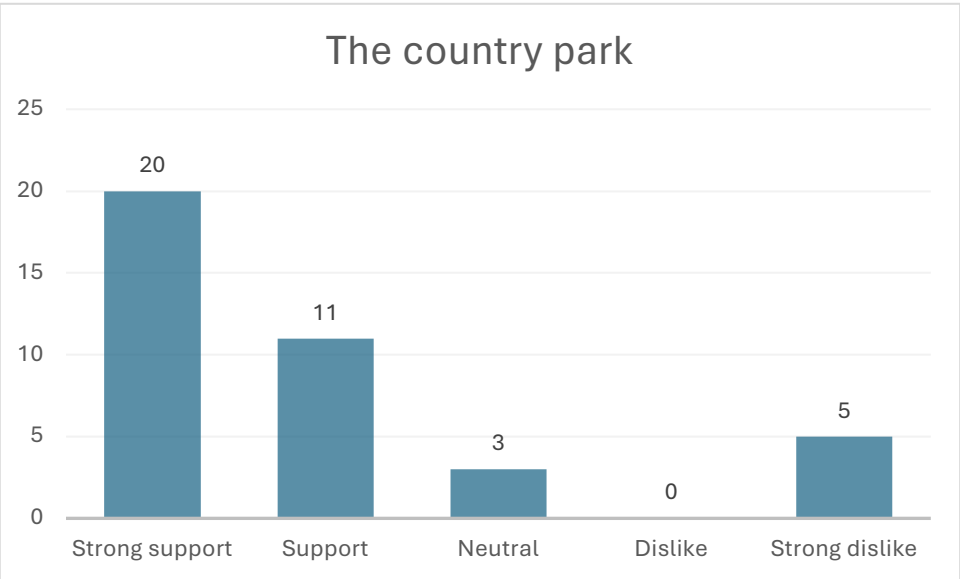
Any others?

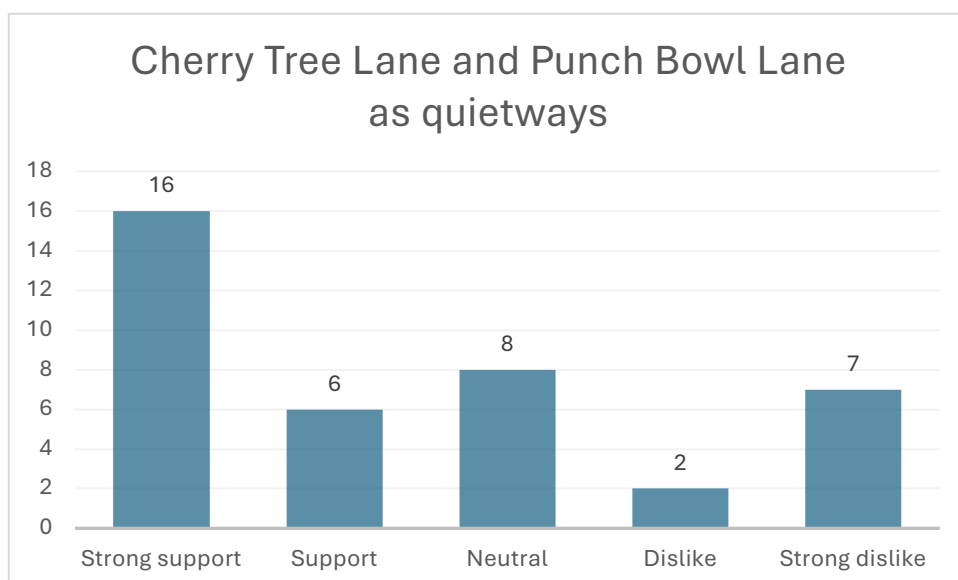
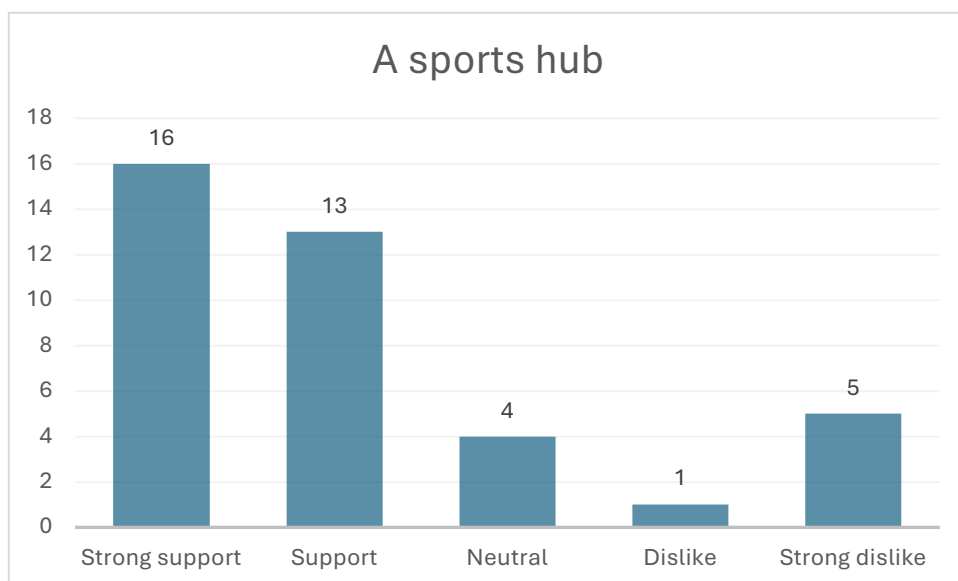
- What is blind house types? Need Lifts in all buildings above ground floor level, wide doorways, downstairs toilets etc.
- No bungalows considered
- If high rise homes are to be built to place them with great thought
- It is disappointing that the neighbourhood of Nash Mills is still not drawn on the map
- Some buyers/tenants may want a private garden and not sure any dwellings accommodate this?
- Not building 3/4/5 storey blocks adjacent to exiting developments ie across from Farm End / Oakhill close
- the homes need to be affordable to all and should not be part ownership as these often cost more than buying
- Affordable 'starter' homes. Due care given to water and sewage facilities when building
- There are already far too many people living on too many housing estates in the local area for the various infrastructures to cope with the building of hundreds more homes. The adjacent towns and villages, especially nearby Redbourn, will lose their individual identities
- Homes for the disabled and elderly
- Whilst there is a need to reduce traffic too few parking spaces just creates roads being jammed with parked cars, as seen in parts of Hemel currently. This needs to be addressed to reduce accidents to people and vehicles
- Affordable must cater for young families, disabled and the elderly

9. North Area emerging ideas (Panel 9)

How would you rate the emerging North Area proposals explored at the Community Design Workshop?







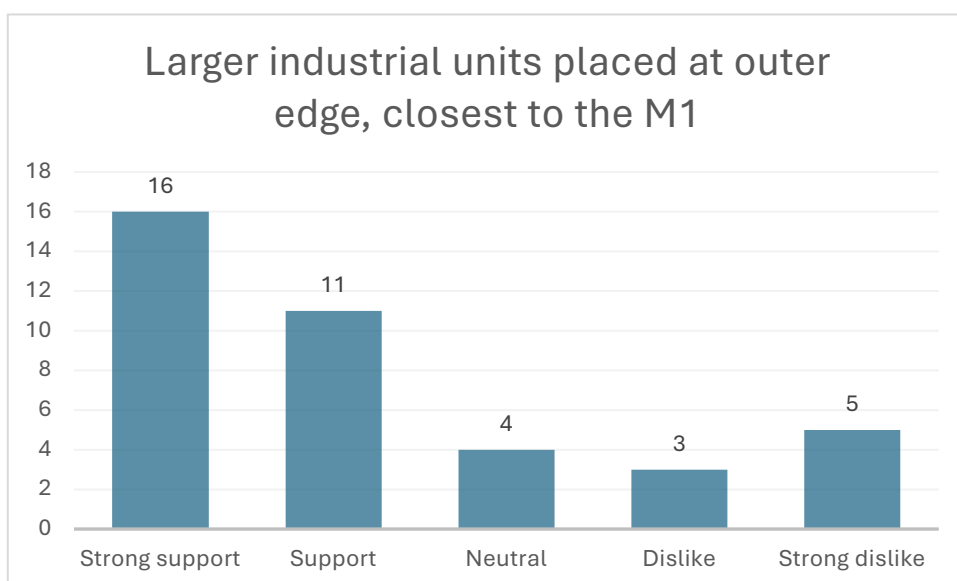
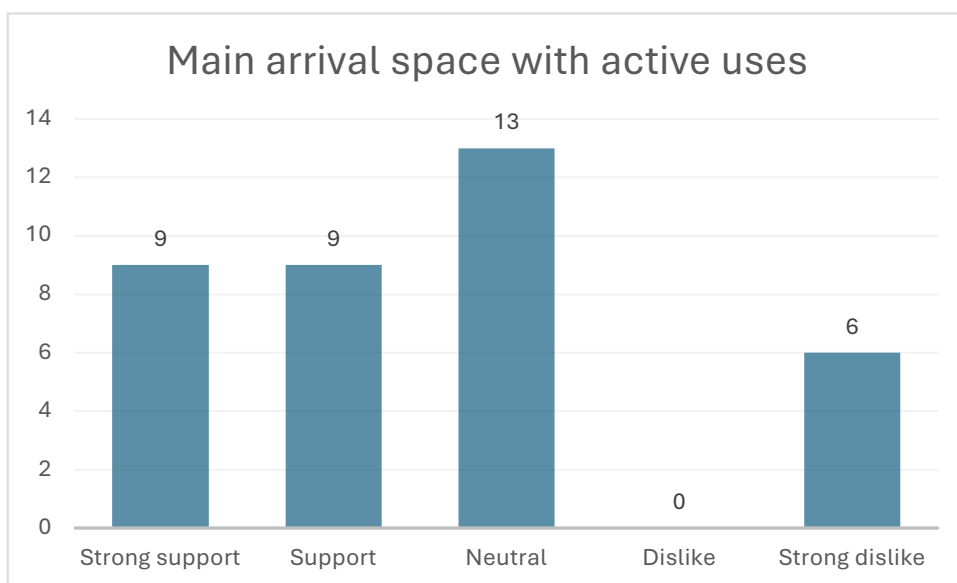
Any others?

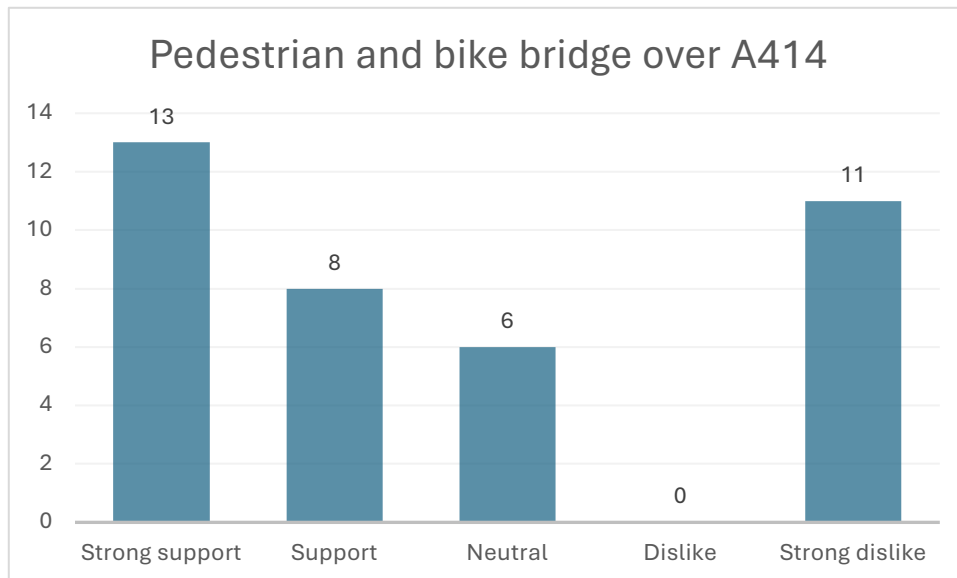
- Community, community, community facilities
- It is unclear what a 'quietway' is, it feels like the designation of two of the few roads into the development as such is deliberately hampering movement to the north and east, forcing traffic onto the already busy Hemel roads
- I think Woodend Farm would make a great Museum Center for Hemel and District. If accepted it should be one of the first things to do so as not to lose the character of the farm and buildings to development
- Sports hub already in Redbourn
- Developing wildlife corridors linking new greenspaces to the village of Redbourn
- "Quietways" will simply move traffic elsewhere & cause more congestion
- the country park would need adequate parking spaces to ensure families can take elderly and disabled relatives who may not be able to walk there
- Noise and pollution mitigation for any activity along the M1 corridor
- Support that no building should take place above the underground pipeline

- Unbelievable that you're planning to build schools between an extremely busy motorway and the Buncefield Terminal. Have you all forgotten the explosion which happened 20 years ago? You want people to walk and cycle over their pipeline? I wouldn't want my local grandchildren to live and go to school on this site. Would you live there or is it only good enough for those who can't afford to live elsewhere?
- If quiet ways are created, adequate alternatives for the traffic must be created. Those roads are used currently as other roads are too busy or congested. This side of Hemel is poorly serviced with connections
- Padel/pickleball

10. Central Area emerging ideas (Panel 10)

How would you rate the emerging Central Area proposals explored at the Community Design Workshop?



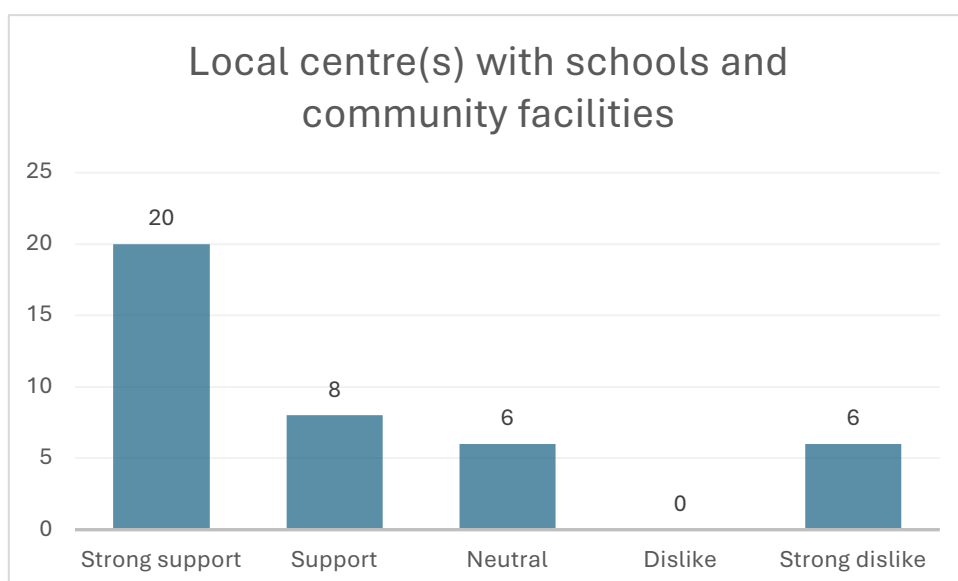
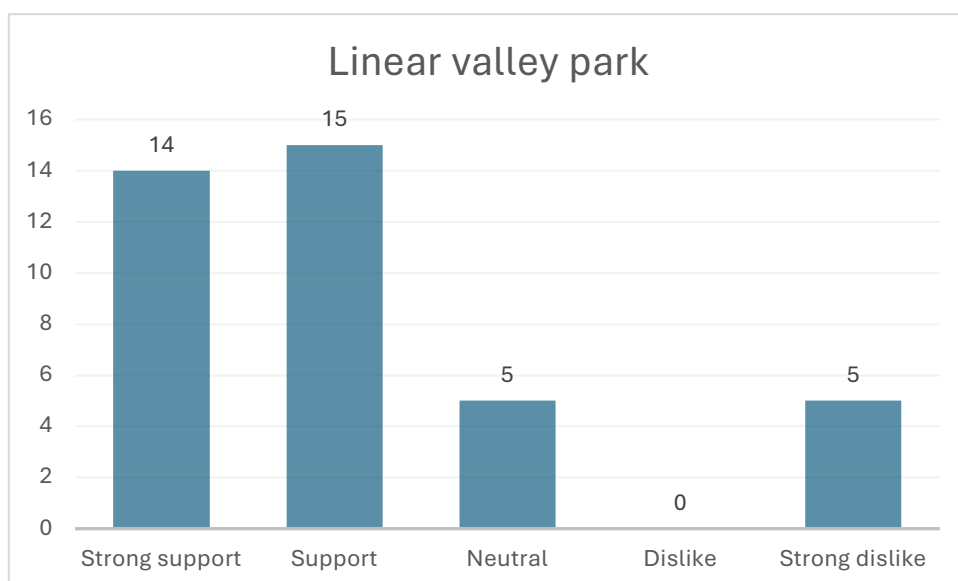


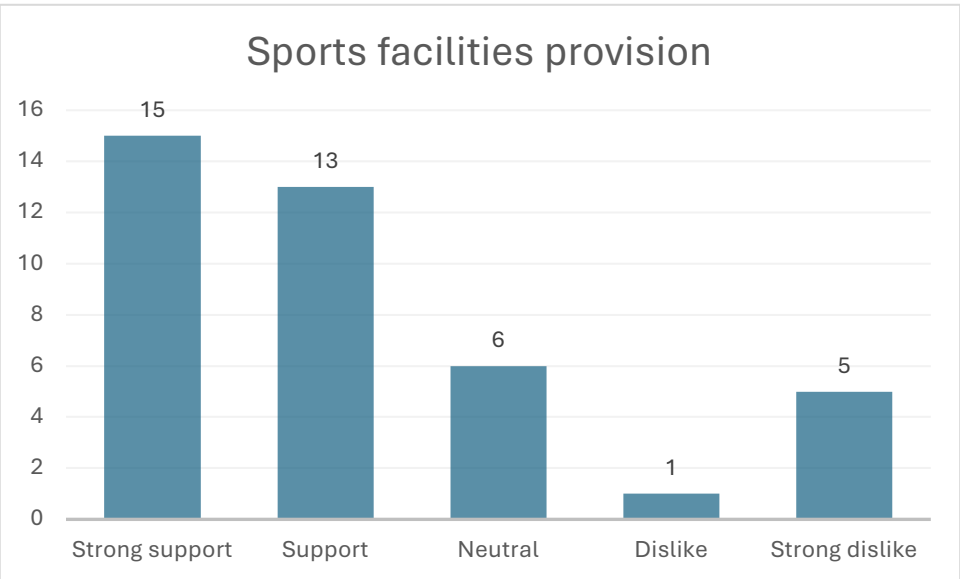
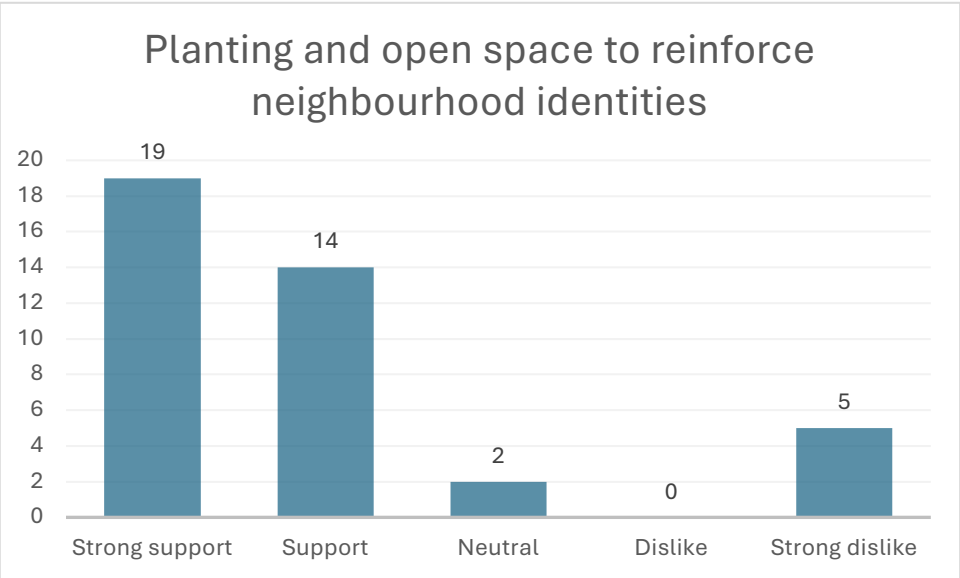
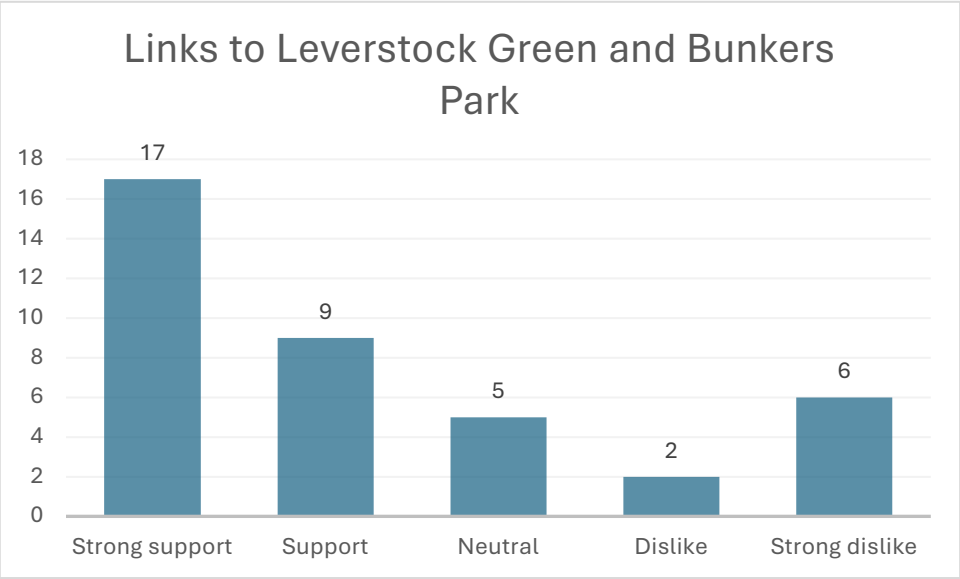
Any others?

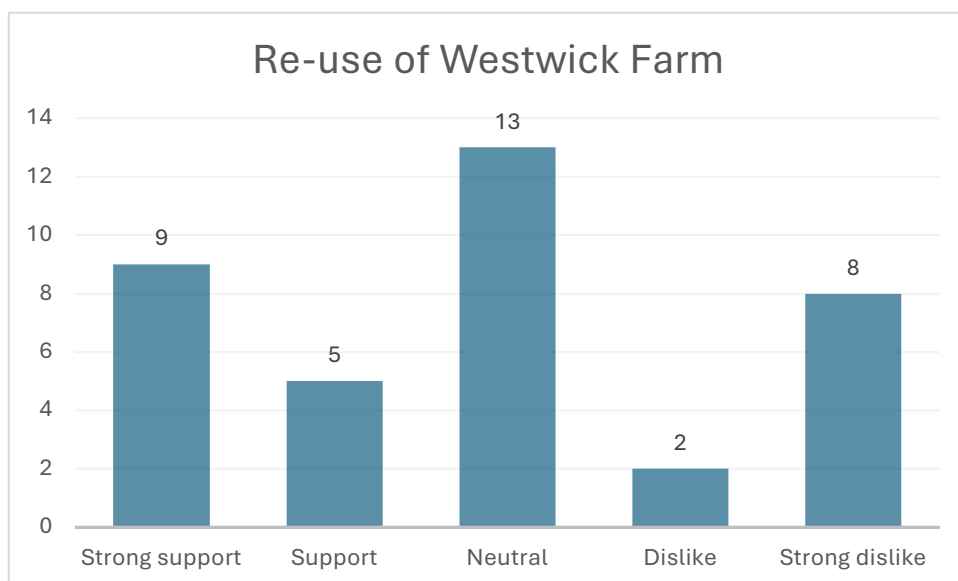
- Booming film industry need hotels, restaurants, cafes. By all means have a bridge over St Albans Road but also need street level pedestrian crossing, see Jarman Park, Hemel
- Existing bridges over A414 not used, recent installation of pelican crossing under existing bridge over A414 at Tesco
- Concerned that inadequate facilities for rest-areas for vans and lorries, given also the huge warehousing directly opposite (Prologis etc) will drive vehicles to use the mini lay-bys on the more countryside lanes and road south of Breakspear and Three Cherry Tree Lane etc. e.g. Westwick Row and Green Lane are becoming popular hotspots
- People-friendly environment within the central corridor of the commercial zone is vital for workers and visitors. Opportunity for a '24-hour economy' with social/ f&b/ culture/music etc. activities
- Yet more industry is likely to cause more pollution and traffic congestion. Who would want to travel through an industrial area to visit a sculpture park adjacent to the Buncfield Terminal?
- This area already has heavy traffic due to the industrial estate and for those wishing to cross Hemel to access the M1. This just looks as if it will add traffic without improving access to the M1. Just creating a number of green areas will not address the traffic and access issues
- Encourage better use of community centres, libraries etc. Derelict pub (Jubilee) to repurpose

11. South Area emerging ideas (Panel 11)

How would you rate the emerging South Area proposals explored at the Community Design Workshop?





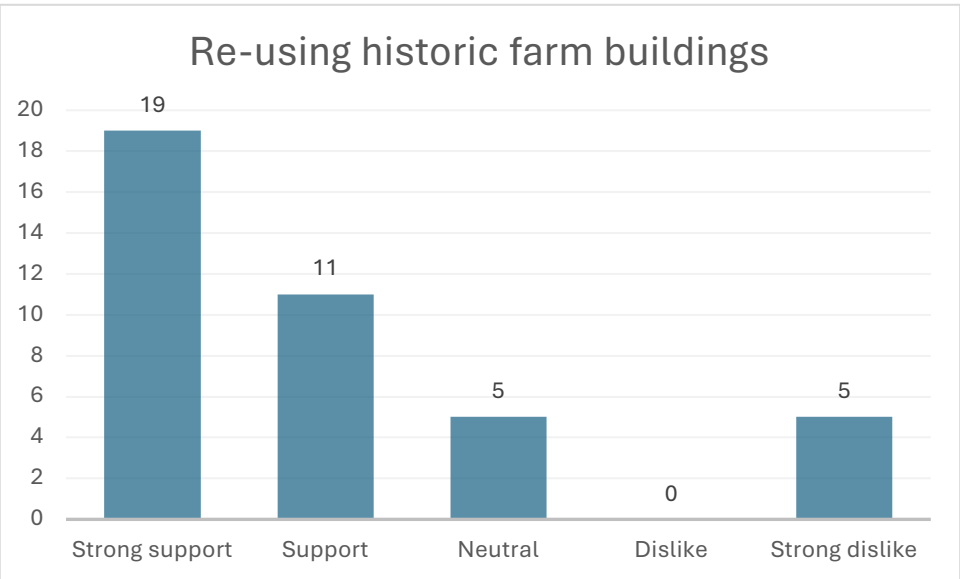
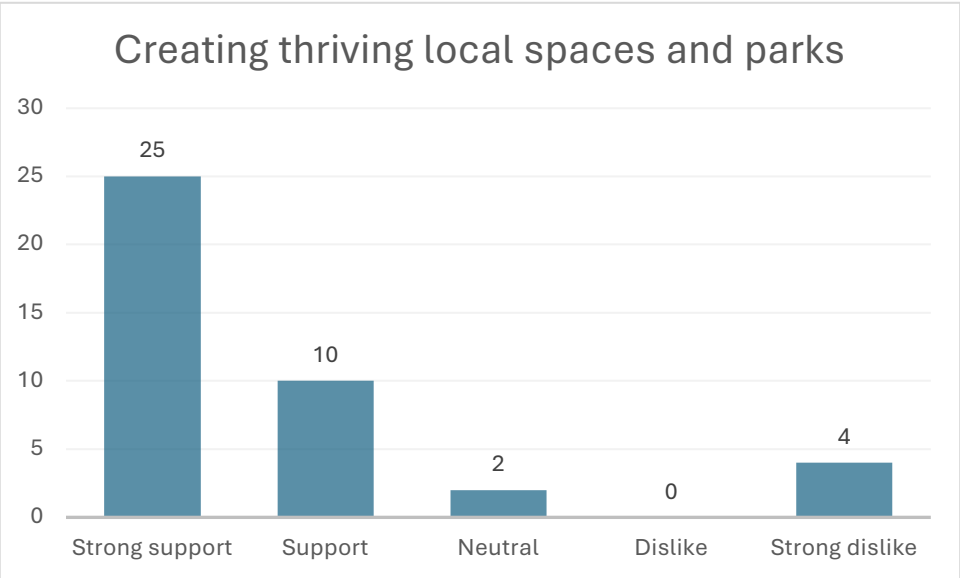
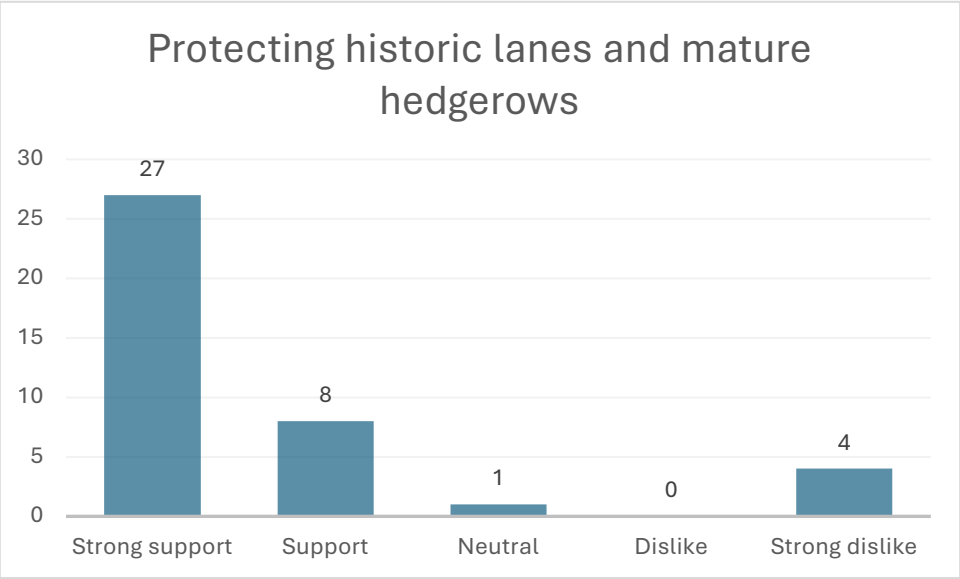


Any others?

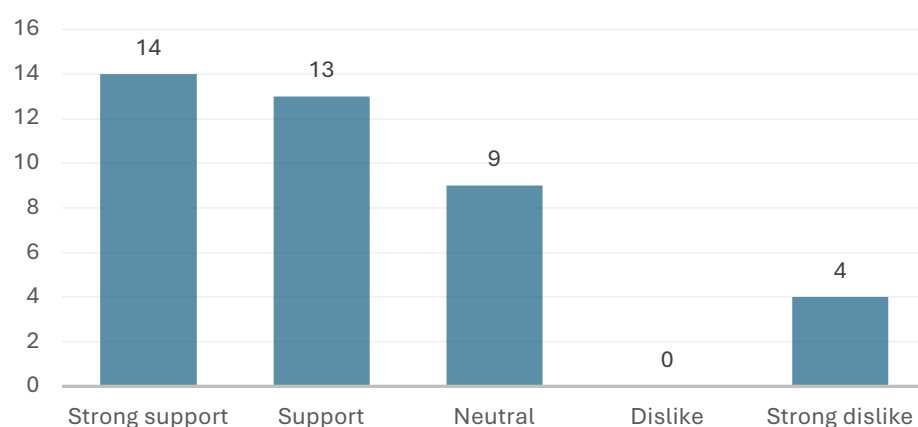
- What does re-use mean? Re- use for what purpose
- What re-use? The equestrian centre and the separate horse events I help run are not covered
- 1) How stop Westwick Row and new road through South Area both becoming competitive rat-runs for traffic to/from M1. (2) Ensure Westwick Row is protected by additional planting and green spaces immediately behind. (3) Green Lane dangerous for pedestrians no pavements, fast traffic & Pancake Lane could become heavily pedestrianised as could the housing estates on the corner of Westwick Row and Pancake Lane. (4) Travellers site should be beside A4147 with own entrance so mas not to disturb dwellings. (5) Access to dwellings between A4147 and Westwick Row -how? From A4147?
- More homes and schools adjacent to a motorway! More congestion on roads, when its already very busy travelling through Leverstock Green and again a lack of the village's identity as another enormous housing development merges into it
- Disappointed that some street names are marked in the wrong place. This does not inspire confidence. Also disappointed that the horse-riding centre appears to be removed. There does not seem sufficient separation between Leverstock Green and the new developments to keep the identity of Leverstock Green
- Pickleball/padel courts

12. Composite plan (Panel 12)

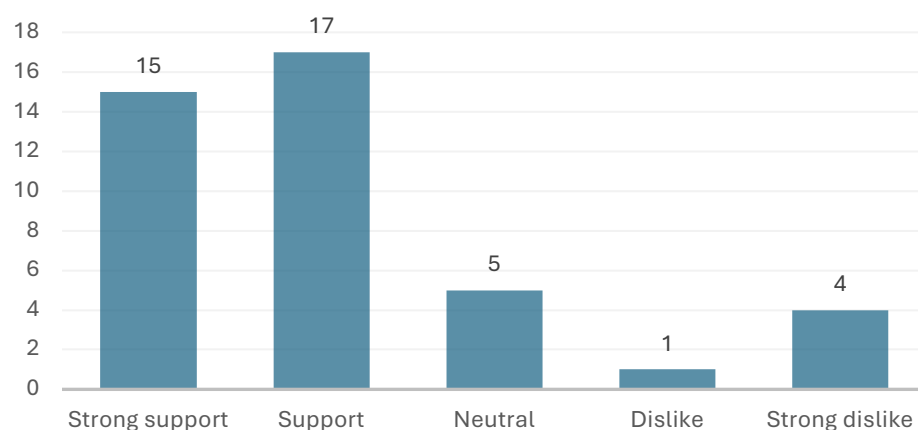
How would you rate the Composite plan proposals explored at the Community Design Workshop? (for those where you have a view, please score 1 – strong dislike, 2 – dislike, 3 – neutral, 4 – support, 5 – strong support)



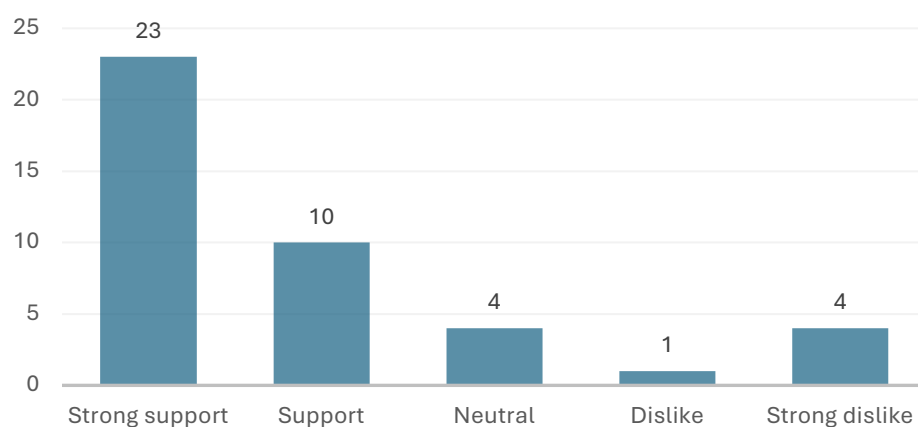
Designing distinctive neighbourhoods (eg Westwick) and centres



Active employment area with strong sense of place



Arrangement of care homes nearer to local centres



Any others?

- Re-use for what?
- Bungalows?
- No hospital - Hemel and St Albans hospitals have been downgraded with some additional 12K where are the facilities for "quality of life"?
- Traffic is the greatest concern as mentioned previously plus destroying the current outlook from Farm End
- Any proposals must enhance the surrounding existing residential neighbourhoods rather than adding to conjunction and pressures on existing infrastructure
- Why can't farmers be left to carry on farming? We need food to feed all these people you think need to be housed. There are already numerous care homes in the area

13. Delivery & stewardship (Panel 13)

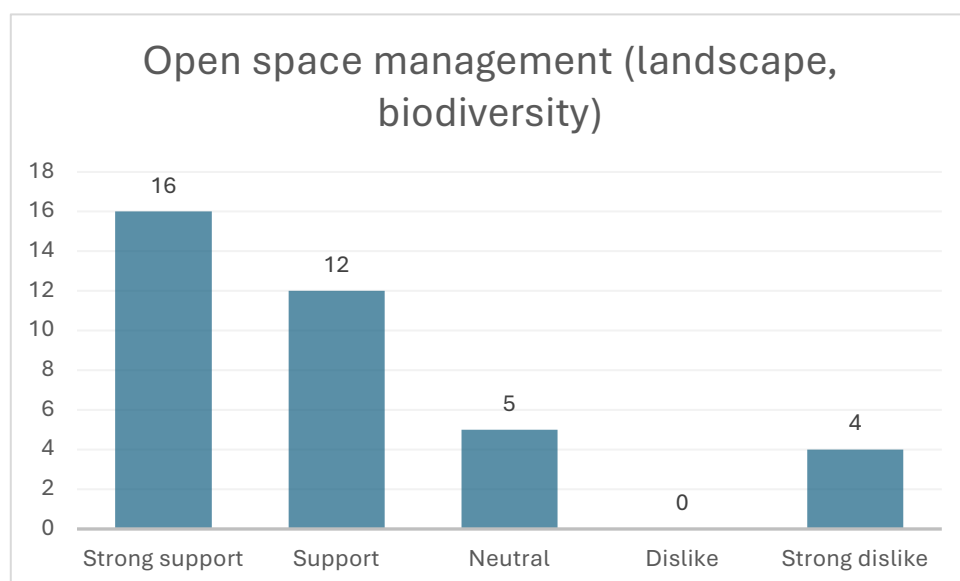
Do you support the establishment of a community stewardship model to ensure the long-term management of community assets?

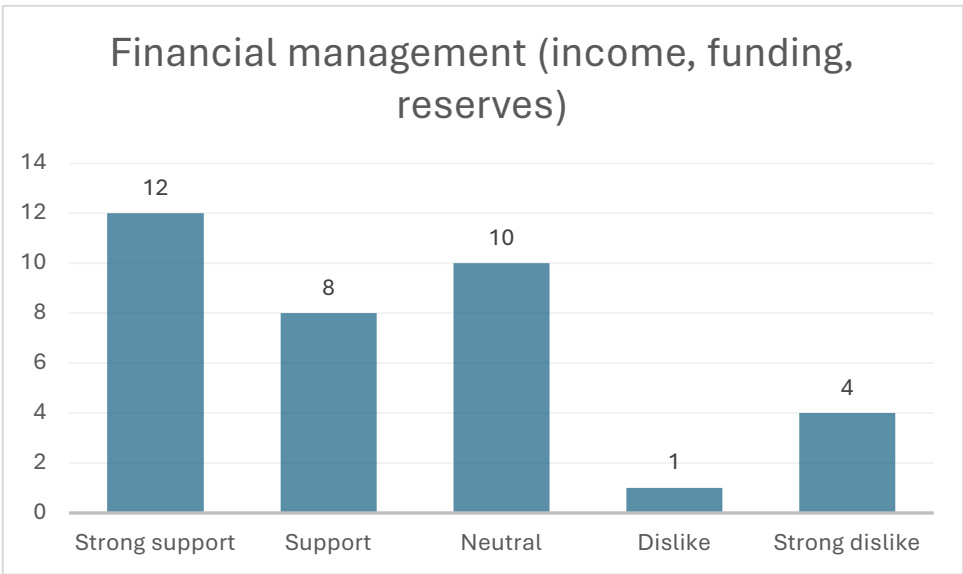
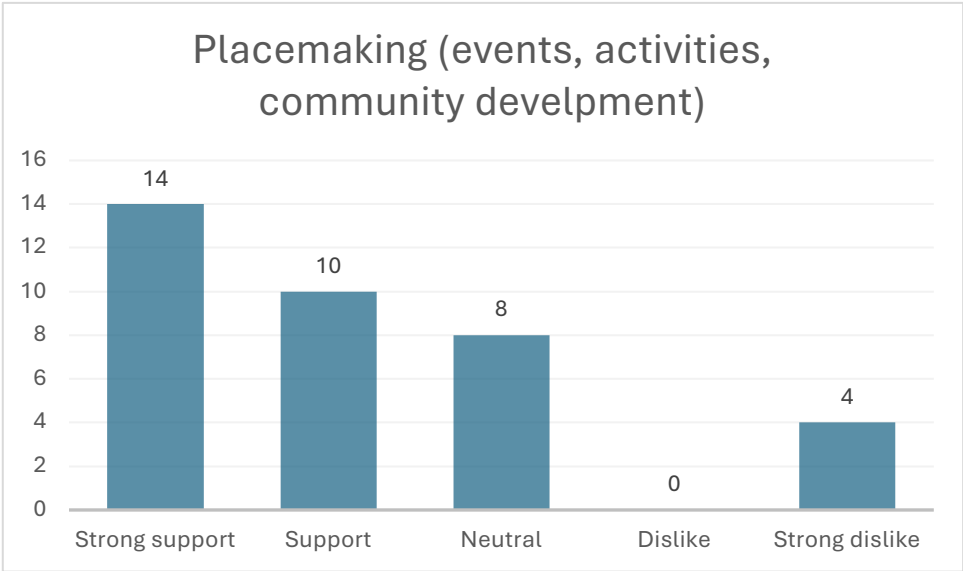
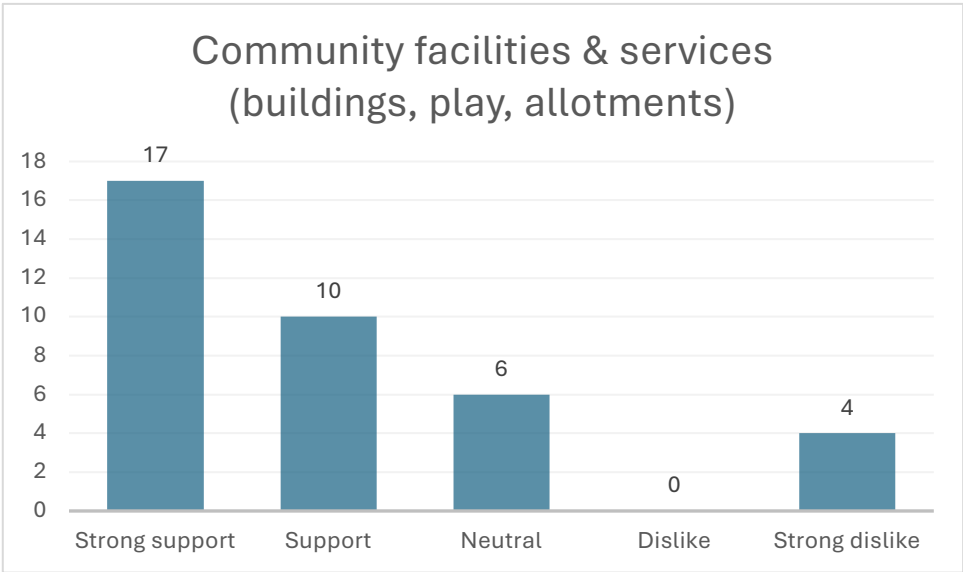
Yes	27
No	5
Don't know	12

If you the Community Design Workshop, does this capture the main themes you understand were raised?

Yes	6
No	4
Don't know	16

How would you rate the emerging proposals for the establishment of a community stewardship model explored at the Community Design Workshop?



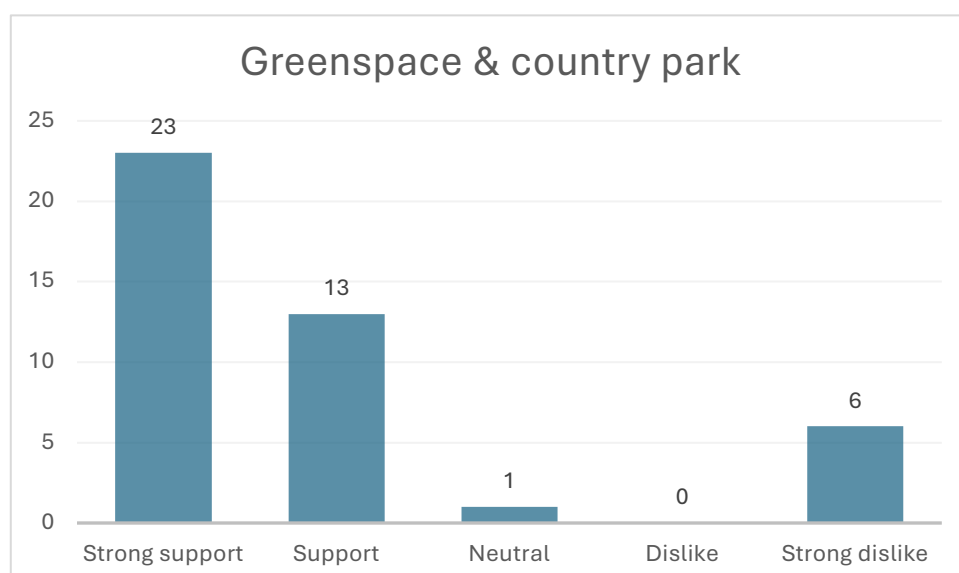


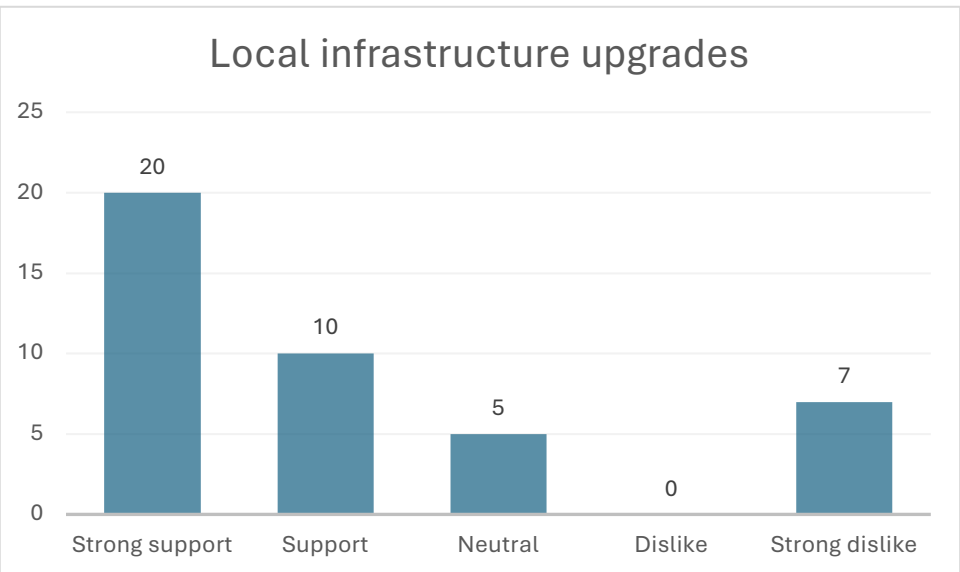
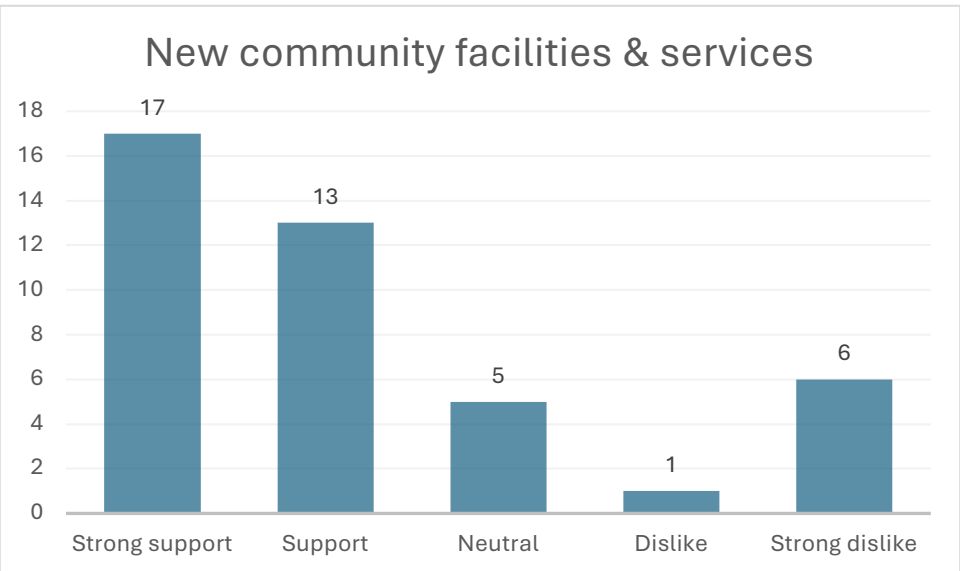
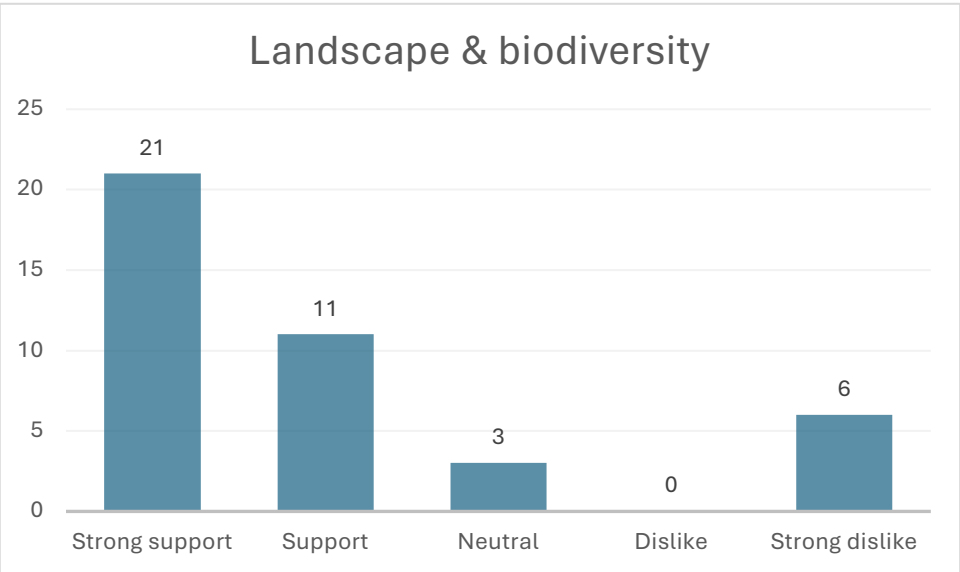
Any others?

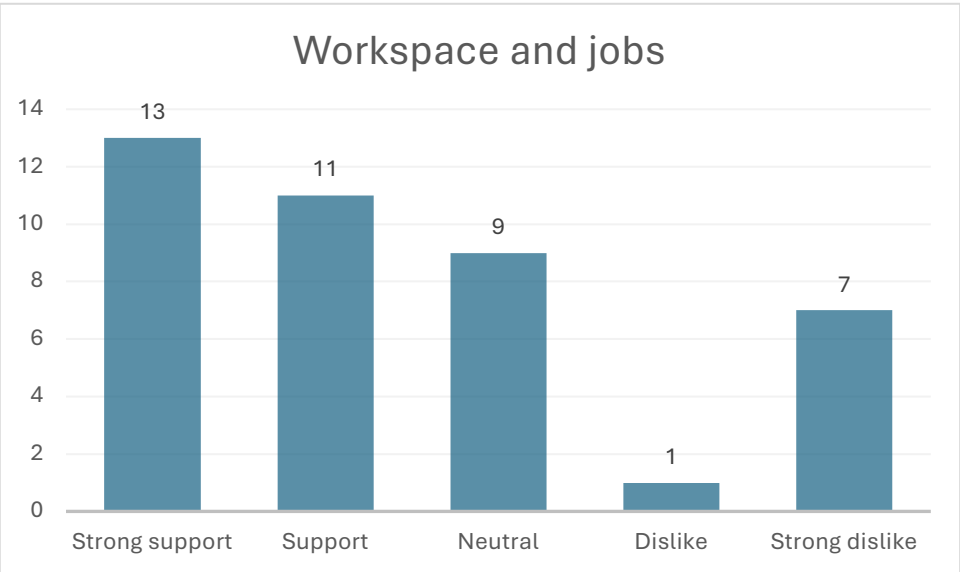
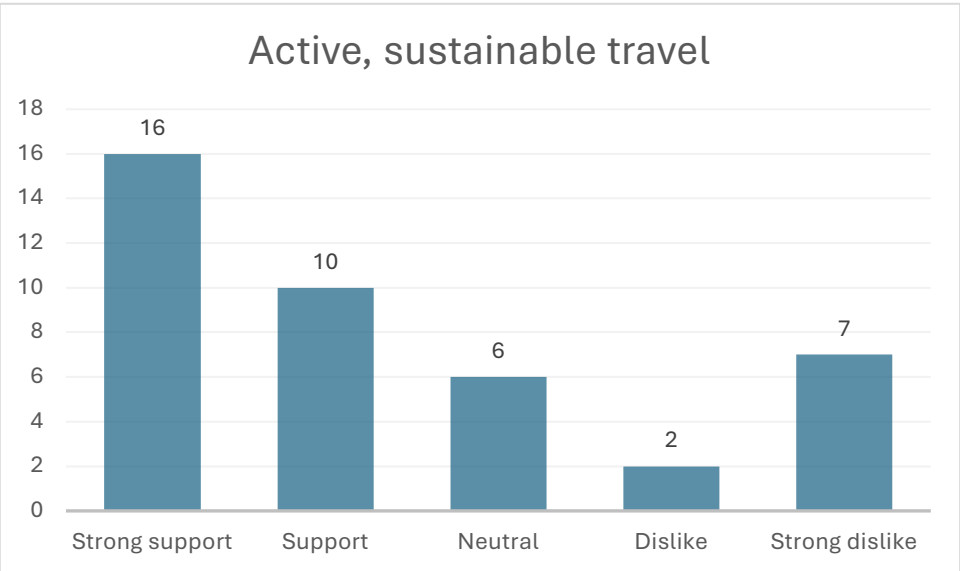
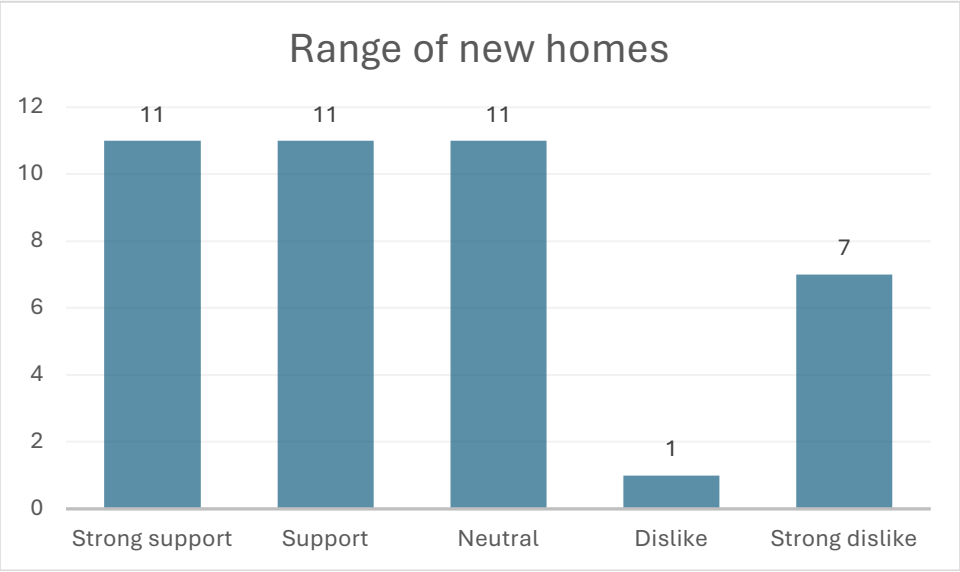
- Financial management? Need business and local community to work in Partnership/ sponsorship
- The stewardship should be under a Garden City Development Trust plus members from the local councils and government
- Funding is critical. Danger of residents paying for facilities with no control over levels of expenditure and paying for non-contributors to use their facilities. There must be Deed/Covenant for perpetuity to protect them. UK is full of public/private ownerships which have never been established correctly, with misunderstandings and worse still, with no transparency!
- Traffic management needs high priority
- Yet to see sufficient detail to fully understand the delivery model for the development and the management funding model
- There should be a single design build and maintain model to provide consistency of vision and delivery. A community panel should be maintained throughout to ensure what is built is also delivery of the key design elements. A fully staffed kiosk should also be established to provide a onestop shop for all complaints and allow for interactive/ community engagement throughout the process
- If this development goes ahead who will pay for this community Stewardship?
- As it is not clear how this model will actually work and be funded, it is not possible to respond to the above. For example, how would it differ from how the local area is currently managed?

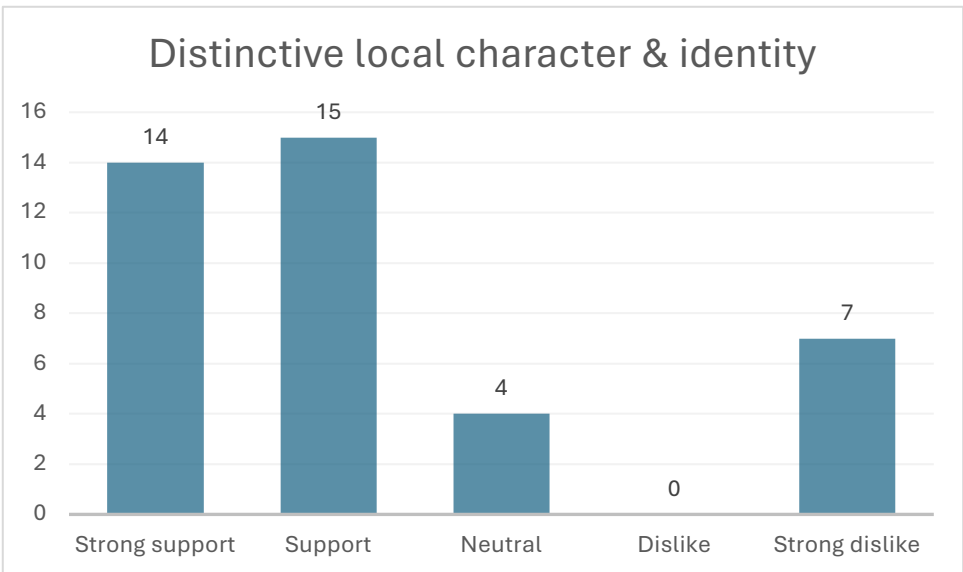
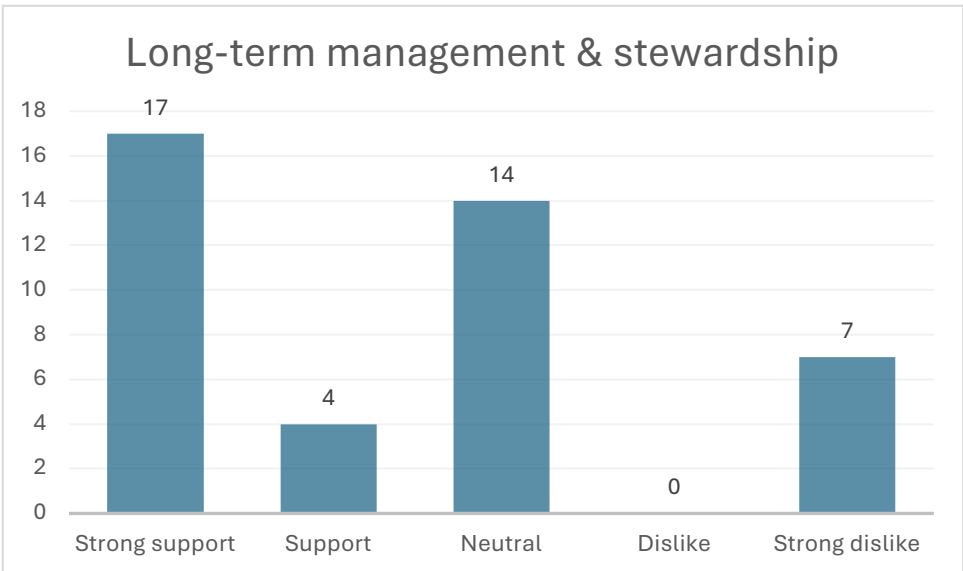
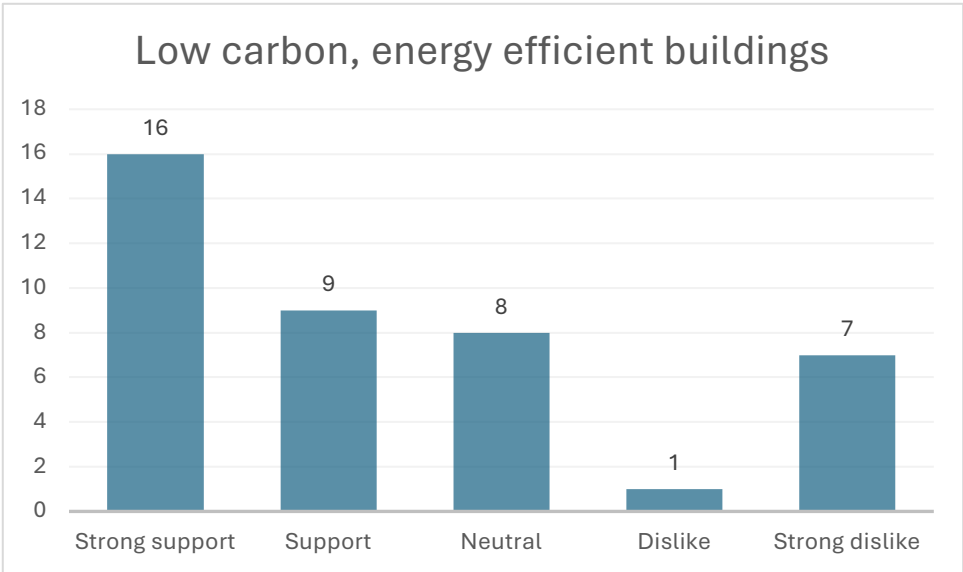
14. Benefits and outcomes (Panel 14)

Overall, how would you rate the various potential benefits and outcomes from the East Hemel project?









Any others?

- Will there be work hubs close to homes/fitness facilities/hotels, restaurants, cafes, pubs, online shopping pick up points etc.
- I do not support more travelling sites since the existing ones do not work! Can we have consideration for bungalows. Doctor and dentists hubs need to happen
- Should a hospital be included with a development of this size??
- Homes need to be built but the building areas need to be spread out around the different town, not just in Hemel Hempstead we have had so many news houses built in Hemel Hempstead why more? Why aren't these houses being built in St Albans area instead we will be getting all the pollution, traffic congestion, noise, mess, if these are St Albans houses why build in Leverstock Green area?
- I remain unconvinced that this development will be anything like the green spaces promised
- Demonstrate how it enhances existing neighbourhoods
- I think this development will be completely detrimental to the local area
- This survey is written to get positive comments on subjects with little detail provided on how they will be implemented

15. Engagement process overview

Do you consider that The Crown Estate team are engaging with the appropriate range of people and organisations?

Yes 24

No 7

Don't know 10

If no – who else should we engage with?

- People that are unaware of these plans because local authorities have not publicised these events through their digital newsletters. (Few residents are aware that Local authorities actually have digital newsletters or Facebook pages! Local MP, that represent the six parliamentary constituencies of SW Herts.
- There didn't seem to be any discussions with the business in Maylands area
- Another sports body since sport England has nothing to do with the equine world
- Local shops, business, all residents
- Motoring organisations
- Friends of the Redbourn High Street
- NHS
- Not convinced that sufficient thought has been given to the traffic implications across the whole of Hemel Hempstead and through to St Albans

Do you consider that The Crown Estate team are engaging in the correct manner – in person and online

Yes 30

No 5

Don't know 7

If no – how else might we engage with people?

- Local authorities should publicise events. Dacorum BC, St Albans and District and Herts County Council. - digital newsletters and Facebook
- It's hard to comment on such general schemes. the devil is in the detail. I do not understand why this is in the St Albans boundaries. Can the hospital needs be served by Luton Dunstable
- Talk to all communities and show an actual plan and how it affects the community
- You are building houses for St Albans in Hemel Hempstead. Make sure that 100% of benefit and revenue flow to Hemel Hempstead
- When you have meetings have councillors there, not just planning people so you can answer all our questions. No one is never there from the councils to answer anything
- Unfortunately, some of the CE team do not appear to listen and are fixed in their views about the current plan- which is neither new nor ambitious because it is largely based on the previous 2018 plan. For example, building a primary school close to the M1/JUNCTION 8 is irresponsible and a danger to children's health. Notwithstanding the public health aspects, the children and staff will need sound deafening headphones because when the wind blows from the East the noise from the motorway is horrendous - an acoustic barrier will not solve the problem
- There needs to be more integration of masterplan/ design and build process
- Use social media to gather additional views
- More posters and signage to get comments/feedback from people who are not online. Also feedback needs to be obtained from those who use the local transport infrastructure for commuting or business but are not residents

Are there any key areas of concern or aspects you think missing in our work so far?

Yes 24
 No 4
 Don't know 9

**If yes – how might we improve the East Hemel planning and engagement process?
 (please describe below)**

- The plans as they stand do not talk about interaction with existing transport links, impact on them and how that will be managed. There also didn't seem to be any consideration of upgrading the single-track roads out of the area that will rapidly become dangerous 'rat runs' with the additional usage requirement. Furthermore, these roads should be upgraded to provide a clear cycleway to and from St Alban's
- Make it feel that comments are considered by providing real feedback and asking those questions that may not be politically correct
- I have lived in new build housing estates where there was no infrastructure, or facilities and I had to get in the car to get a pint of milk. Your plans include all of these things but building them has to happen at the same time as the houses otherwise it may never happen
- Be aware of other planning proposals in the Redbourn parish
- I'm concerned to see the proposed traveller site and how they would be managed, maintained and integrated into the area. I'm also keen to see a footpath link between farm end and the 50 units being developed by town

- Being truthful with people and having a visible, accessible plan of what is actually being proposed
- Motoring and parking
- Putting a school so close to M1 irresponsible - it's busiest motorway in Europe & even if 100% electric vehicles is achieved, pollution will be high & dangerous to young lives. Electric cars pollute too from tyres. Area adjacent to M1 should only be industrial
- Age old problem: 1) Too few people have stepped forward to engage with you. 2) Demographics of attendees not those with young/teenage families. I have heard many comments from persons "they've made their mind up, what's the point?" Perhaps you need to use more social platforms to reach out...? I don't know the answer, but I do believe that most people have no idea of what is going on!!
- Move it to St Albans area
- Listen to genuine concerns and stop sticking to the 2018 plan- be ambitious and think laterally
- More people but building on farmland is crackers. Are you sure about school places
- The fear is that this engagement is a tick box exercise. And local existing residents' concerns are given lip service, but the plan is already decided
- Health care
- Reaching the part of the community (current and future) that haven't been involved in the process due to various circumstances
- Provide a range other transport modes. Provide a design, build community model
- DON'T build it
- We haven't seen much yet about the style of housing. I understand that there will be a mix of house types and would like to see the variety of styles proposed. Personally, I dislike the wood clad housing often used in developments now, as although they look lovely when new, after a few years the wood deteriorates and becomes scruffy!
- Easier to read maps. Colour code eg Health Red/Education Blue
- You need to consider the primary schools. Why are you building two new schools instead of expanding the existing one? If you move the location of one school 1 to border the existing school, everyone will benefit. You could make a drop of lane behind the trees for parents to drop off which would ease congestion on Green Lane
- Access to viable hospital facilities with A&E. current provision for Hemel Hempstead residents is totally inadequate & I am concerned that so many new dwellings will just exacerbate the situation. Also, transport infrastructure through Leverstock Green & immediate area is under stress already. Again, many new dwellings will make congestion & over-use of narrow roads & current pinch points even worse.
- Improvements to the M1 junction and access to the M1 from the North of Hemel needs to be improved to reduce cross Hemel traffic. There is no details on what traffic surveys have been done and what issues have been identified
- This survey assumes that the East Hemel development is going ahead. The simple question should be: do you support the East Hemel development? The simple answer from me is: NO. The lack proper, open consultation on the building of several thousand houses and a secondary school, and how this materially benefits

the people of Leverstock Green compared to the current status, leaves me with a bad taste in my mouth

- School places, disabled / public transport review eg only bus that serves St. Albans hospital (302) Often cancelled! Expand the "Lynx" transport system. Traffic delays at roundabouts. Park and ride. Circular routes eg around neighbourhoods and linking to centres
- Nash Mills not shown on maps and designs
- The total road / transport infrastructure

Age breakdown of survey responses

35-44	3
45-54	3
55-64	9
65-74	10
75-84	6

Attendance at February / March exhibitions by survey respondents

Redbourn Village Hall, Redbourn (26th February 5-8pm)	8
Adeyfield Free Church, Maylands (27th February 12-2pm)	6
Holtsmere End Junior School, Woodhall Farm (27th February, 5:30-8:30pm)	5
Leverstock Green (1st March, 12-3pm)	13
None – I wasn't able to attend any	3

East Hemel Stage 2 Engagement

Welcome to the second exhibition about The Crown Estate's East Hemel development. The exhibition provides an overview of engagement undertaken to date, and an update on the progress of our proposals in response to our engagement with the local community, local authorities and other stakeholders.

Stage 1 engagement

We held an initial series of drop-in exhibitions in October 2024, where local people and organisations could meet the project team. We had over 1,750 visits to our in person and online exhibitions. A summary of the feedback provided at Stage 1 is provided on the next Panel, with a full report available on the project website www.easthemel.co.uk.



Stage 2 engagement

Stage 2 included a Study Tour of two new neighbourhoods in Cambridge, an East Hemel site visit and Community Design Workshop at Adeyfield Free Church from 28th to 30th January 2025.

This exhibition presents material from the Community Design Workshop, including maps, sketches and key ideas. Please read the information about these emerging plans and provide your considered views which we will analyse and feed into the emerging proposals ahead of a target outline planning application later in 2025.

Key comments and ideas from the community are highlighted in pink boxes throughout the engagement panels.



You can also view the material on the website at www.easthemel.co.uk or scan the QR code here.

The Crown Estate team thanks you for your participation in this important project.

“ The sessions were informative, creative and took onboard the comments and suggestions from the attendees and integrated them into the outputs. ”

 | East Hemel

Stage 1 summary

October 2024 events

The first phase of community engagement was held across the local area in October 2024, at venues in Hemel Hempstead town centre, Redbourn, Woodhall Farm, Maylands and Leverstock Green. These drop-in events were a chance to introduce local residents and communities to the project, the local planning context, and to meet the project team and to ask any initial questions about the process and proposals. Key themes that were raised included the following:

Areas of concern	Masterplan considerations
Traffic congestion, routes, rat-running, safety	Prioritising modal shift measures to reduce car use ; testing impacts and decisions on the wider network; infrastructure requirements
Transport - noise, air quality/ pollution, horses	Noise testing and mitigation; bus routing, stops and multi-modal transport hubs; leisure routes
Nickey Line, walking and cycling routes	Prioritising active modes within the site and into wider network; Nickey Line character and crossings
Green space, Country Park, leisure and play, wildlife	Character and mix of open spaces; wildlife corridors and habitat creation; phasing and access to amenity
Housing numbers, types, tenure, location, design	Approach to density across the site; diverse housing mix
Identity, authenticity, association, brand	Movement networks that stitch into existing; continuing the legacy of green space and play, centres and facilities
Health, schools, shops	Local centres location and mix; schools and health integrated into centres
Employment types, access, skills, opportunities	Mix of employment spaces - supporting a mix of businesses and sectors - linking with Hertfordshire's Economic Strategy
Relationships of centres & boundaries	Complementing existing centres and facilities; creating amenity for existing residents
Trust of TCE, Councils, agencies, developers	Continued engagement and transparency



 | East Hemel

Cambridge Study Tour

In December 2024, following an invitation to those who had expressed an interest, a small group of local residents visited Trumpington and Eddington, two new neighbourhood developments on the outskirts of Cambridge.

The group met with a local councillor and several others involved with the design and delivery of the neighbourhoods. A series of guided walks explored the places and key decisions that communities, planners, politicians and others had made, to create these neighbourhoods on the edge of an established town.

The study tour provided an opportunity for local residents to ask questions, learn about the achievements and anything they might now do differently. They discussed parking, maintenance, social housing, energy, sustainable drainage and many other aspects of the planning and ongoing management.



Lessons from Cambridge neighbourhoods

- Good quality design and materials
- Effective design and management of parking
- Important role of public transport
- Provide local shops and services
- Integrate energy and sustainability
- Well-executed flood management and mitigation
- Mix of public and private spaces and gardens
- Overall phasing and provision of services and amenities
- Importance of early delivery of key infrastructure (schools, social infrastructure)
- Stewardship - mechanism with residents, elected members, developers

“ Beautiful designs of very high standard with good variety. Good connections to central Cambridge by bus and train. They learn from mistakes. ”

THE CROWN ESTATE | East Hemel

Community Design Workshop

East Hemel site visit

The site visit on 28 January 2025 enabled people from the local area to explore parts of the East Hemel site with the design team, helping to share understanding of the landscape, topography, heritage assets, site constraints, and other factors that the proposals would need to take into account.

There were questions about the links between existing neighbourhoods such as Woodhall Farm, Maylands, Leverstock Green and Redbourn.



Community Design Workshop

The design workshops were held over 29-30 January 2025 at Adeyfield Free Church. These involved a mix of residents, representatives of local organisations, local statutory bodies, parish councils and the design team. These interactive sessions involved detailed presentations on topics such as site constraints, movement and connectivity, sustainable urban drainage, biodiversity, neighbourhood centres, and stewardship.

Throughout the course of the workshops, many sketches, diagrams and important principles were generated; these are summarised in the next panels. We would like to hear your feedback on the emerging plan ideas.



“ I enjoyed the interaction with the experts and other members of the public. ”

THE CROWN ESTATE | East Hemel

East Hemel is allocated for development in the St Albans City and District Council Local Plan. East Hemel forms part of the proposals for Hemel Garden Communities.

- 4,000 dwellings (including 40% affordable and homes for the elderly)
- 17-ha Business/ R&D Park
- 36-ha extension to Maylands (logistics & mixed industry)
- 3 Primary schools including Early Years
- 1 secondary school
- Neighbourhood and local centres (with community facilities, shops/services, medical centre)
- 2 sites for Gypsy and Traveller Pitches
- A Country Park
- Sustainable Alternative Natural Greenspace (SANG) to protect the Colindale SAC
- Biodiversity Net Gain of 10%+
- Enhancing the Hemel Garden Communities Green Loop
- Providing a wide range of public open spaces, a new sports hub and playing fields
- A Sustainable Transport Corridor prioritising walking, cycling and buses
- A pedestrian/cycle bridge across the A414
- Safeguarding routes for the planned 'HERT rapid transit system'

The Local Plan allocations restrict or specify the location of some of the required land uses. There are also a number of physical constraints which will affect how development and open space can be arranged within the site:



Context & principles

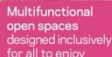
Role of greenspace

Workshop ideas



Support walking, c

Shape neighbourhoods around green spaces, fostering gathering, recreation, and local services within a biodiverse setting



Identify opportunities for exposing chalk to create nationally scarce chalk grassland

Create landscaped buffers, and treat new and existing communities sensitively

”

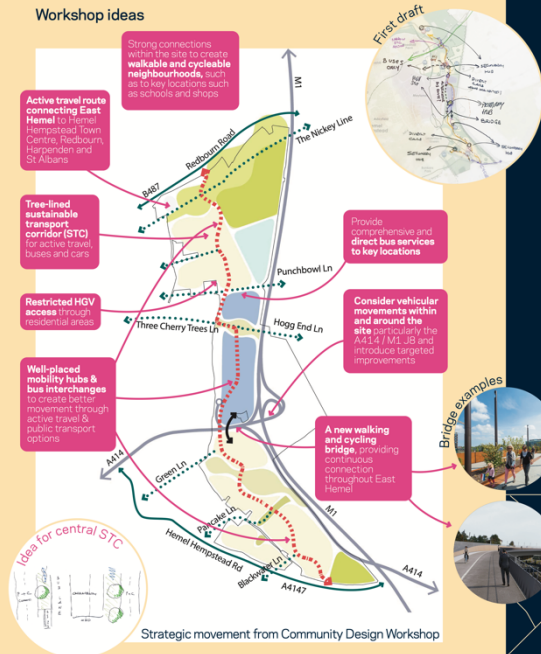


Movement and access

Context

Local connectivity, and the importance of wider links and access to shops, services and amenities must be carefully planned. The east side of Hemel Hempstead currently suffers from congestion and rat running, where problems on the motorway network can back-up into the town. East Hemel has high aspirations to enable more active and sustainable travel modes, while ensuring accessibility for vehicular journeys, in a way that blends into the new neighbourhoods and wider townscape.

Workshop ideas



“ There is a need for proper relief roads on the eastern side of the development ”

THE CROWN ESTATE | East Hemel

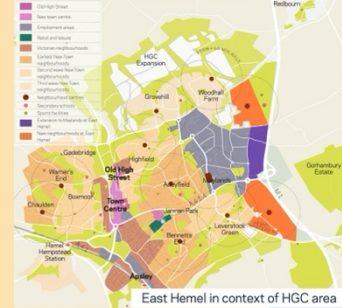
Neighbourhood and housing considerations

Context

Hemel Hempstead was designed based on a structure of distinctive neighbourhoods each served by a local centre, a structure that is important to incorporate into the town's continued growth.

Workshop ideas for neighbourhoods include:

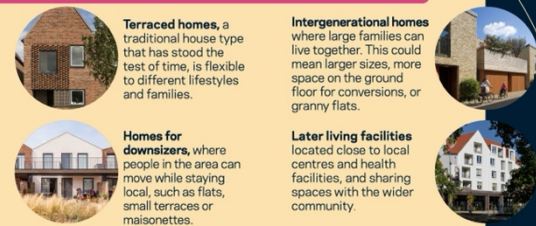
- **Social spaces and uses** for people to come together, with a recognition that communities can be based both on localities as well as common interests
- **The clustering of facilities** like school, nursery, GP surgery, cafe, shops etc.
- **Schools as the heart** of a neighbourhood
- **Tenure blind neighbourhoods** that integrate different types and tenures of homes
- **Transitioning** between old and new neighbourhoods
- **Green spaces separating communities**, with houses overlooking water and valleys



Workshop ideas for housing include:

- **Homes and neighbourhoods must be distinctive** - in particular distinct from Leverstock Green; using materials, colours, planting and architecture in ways that builds a cohesive character but is diverse and interesting across the site, avoiding monotony
- It is important that all homes have **outdoor space**, but it may be that this takes different forms in different homes, ranging from the gardens, terraces and patios, to shared spaces
- Homes should be **flexible and adaptable**, allowing families to grow or for people to age in place
- Homes must be **sustainably constructed**, incorporating elements such as solar panels, rainwater harvesting, green roofs, cycle parking
- **Taller buildings** could potentially be located along valley slopes to minimise heights overall, but should also be located around local centres to add to their vibrancy

Workshop ideas for types of homes include:



THE CROWN ESTATE | East Hemel

North area emerging ideas

Context

The north of the site is allocated in the St Albans Regulation 19 Local Plan for mixed-use **residential development** including **primary and secondary schools** and **sports pitches**, with the land east of the overhead pylons remaining in the Green Belt.

The area has a **distinctive topography**, with a flat plateau around Punchbowl Lane which descends steeply towards the **Nickey Line** and Redbourn Road along the Ver Valley slopes. Initial ideas include the introduction of a **Country Park** along these slopes, with the historic **Wood End Farm** activated as a destination and gateway to the park.



Idea for a Country Park: a gateway

Workshop ideas

Second draft



THE CROWN
ESTATE

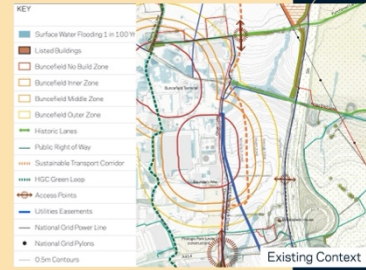
East Hemel

Central area emerging ideas

Context

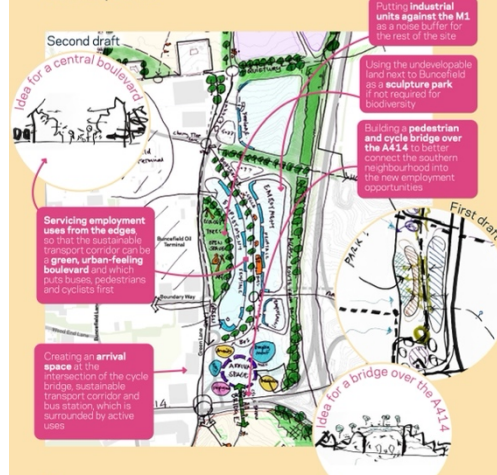
The centre of the site is allocated in the St Albans Regulation 19 Local Plan for **employment uses** as an extension to Maylands and part of the Hertfordshire Enviro-Tech Enterprise Zone, including **logistics and industrial uses alongside business and research spaces**.

As the land is in proximity to Buncefield Oil Terminal, the area has strict guidelines on permitted uses and activities that are permissible in proximity to Buncefield Oil Terminal, which will inform the distribution of uses in the site.



Existing Context

Workshop ideas



“When a major, life-changing development is planned on your doorstep, you feel powerless to affect how it will turn out. The workshops at least gave me the feeling that local opinions were being heard.”

THE CROWN
ESTATE

East Hemel

South area emerging ideas

Context

The south of the site is allocated in the St Albans Regulation 19 Local Plan for mixed-use **residential development**, including two **primary schools** and **sports pitches**.

The area is defined by rolling hills and valleys, and a patchwork of hedgerows. It also borders Leverstock Green, an existing established neighbourhood with a strong identity and thriving community facilities.



Workshop ideas



“The design team now have a good grasp of the areas of concern for Leverstock Green residents.”

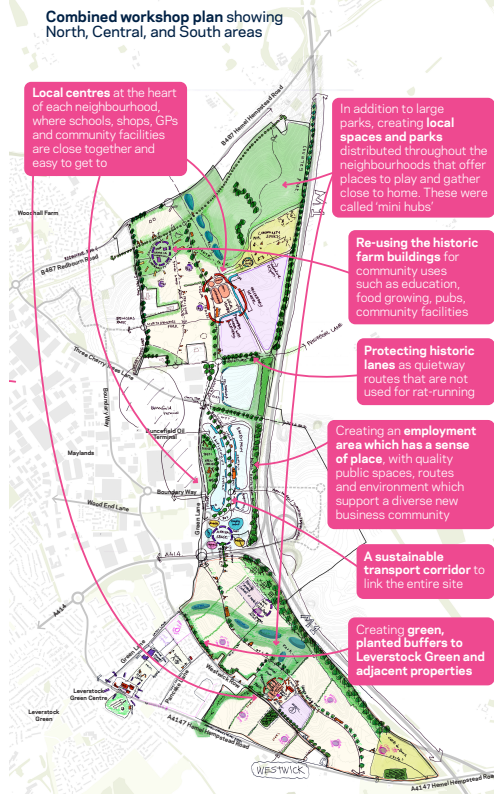
THE CROWN
ESTATE

East Hemel

Composite plan

Following the site visit and community design workshop, the project team collated all the main ideas and developed an initial illustrative masterplan:

Combined workshop plan showing North, Central, and South areas



“There was a final map of all of our ideas to make the project 'come alive' rather than being piece-meal ideas.”

THE CROWN
ESTATE

East Hemel

Delivery and stewardship

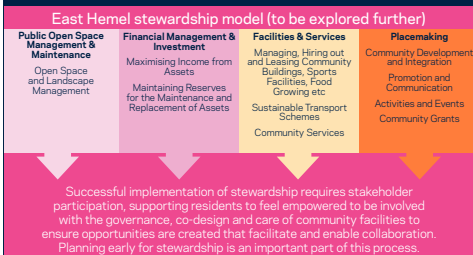
The Crown Estate is committed to delivering a stewardship strategy at East Hemel and will work with the community to create a stewardship model that will support the long-term longevity and management of community facilities. This will ensure that the facilities support and build an inclusive, diverse and cohesive community which everyone can feel part of and be proud of.



At the Community Design Workshop we explored key principles of stewardship under two main themes:

- **Management of community infrastructure:** which includes green spaces and water management, buildings and assets, that are identified to be owned by the community and not adopted by public authorities
- **Placemaking:** enabling the activation of the new community at East Hemel by facilitating community engagement and activities, and maximising social and community benefits to encourage a strong sense of identity and integration

We discussed the potential core functions of a stewardship model as outlined in the diagram below:



“ We considered ideas not originally in my mind, like the complexities of stewardship. ”

THE CROWN ESTATE | East Hemel

Benefits and outcomes

The Crown Estate vision for East Hemel is built on the principles of:

- Nurturing our natural world
- Connecting places and people
- Celebrating pride of place
- Promoting community participation
- Fostering prosperity and new economies

The delivery of the evolving masterplan plan will produce the following benefits, and be in accordance with the Council's Local Plan policy requirements.



“ By the end of the 3 days most of those involved appeared to be proud of what was achieved and felt, in part, ownership of the results. ”

THE CROWN ESTATE | East Hemel

Programme and next steps

Following the Stage 2 events and online consultation, the progression of the development at East Hemel is projected to take place over the following timeline:



Ways to contribute and stay involved

There are many ways of contributing and staying up to date including providing contact information to receive updates and news and participating in future in-person engagement events

Please provide feedback on a paper form or online at www.easthemel.co.uk, or using the QR code here.

The Crown Estate team thanks you for your participation in this important project.

“ A great insight into the process of designing a new development. It felt like we were being listened to and that our opinions mattered. ”



East Hemel

Appendix D Copies of invitation flyers

Community Design Workshop Programme Flyer



THE CROWN ESTATE

East Hemel





Design workshop programme

Visit to East Hemel Site
Tuesday 28th January
12:00 - 15:00
Depart from and return to Adeyfield Free Church
Maylands Plaza,
Hemel Hempstead
HP2 4GZ

Interactive Workshop
Wednesday 29th & Thursday 30th January
9:00 - 17:00
Adeyfield Free Church
Maylands Plaza
Hemel Hempstead
HP2 4GZ

Online Update
Wednesday 29th January
18.00 - 19.00





East Hemel

You are invited to attend a unique community design workshop, to help plan a new community at East Hemel.

Working with an urban design team, you will have the chance to share your ideas and views on how we can build a thriving new community.



The design workshop takes place over three days. If you cannot attend every session, please attend what you can.

For those unable to attend in person, there will also be an online session to share some of the discussions and emerging outputs which you are welcome to join.

If you are interested in attending or have any questions about the workshop please visit our website at easthemel.commonplace.is

The programme for the three days is outlined overleaf:



Community Drop-in Exhibition Flyer



East Hemel



More information is available at
www.easthemel.co.uk
or via the QR code below.
From Monday 3rd March, all
content shared at the drop-in
events will also be available online.



Upcoming Community Drop-Ins

The same exhibition materials will be available at all locations, so you can attend the event that is most convenient for you.

Redbourn

Wednesday 26th February 17:00 - 20:00
Redbourn Village Hall (Main Hall)
63 High Street, Redbourn, AL3 7LW

Maylands

Thursday 27th February 12:00 - 14:00
Adeyfield Free Church
Maylands Plaza, Maylands Avenue, HP2 4GZ

Woodhall Farm

Thursday 27th February 17:30 - 20:30
Holtsmere End Junior School
Shenley Rd, Woodhall Farm, HP2 7JZ

Leverstock Green

Saturday 1st March 2024 12:00 - 15:00
Leverstock Green CofE Primary School
Green Lane, Hemel Hempstead HP2 4SA



East Hemel



SHAPING THE FUTURE OF EAST HEMEL

Over the past few months, **The Crown Estate (TCE)** has been working with local residents, community groups, organisations, and statutory stakeholders to develop plans for the East Hemel site.

In January 2025, a community design workshop brought residents together to help shape a **collaborative** emerging vision for the area.

Now, we invite you to a community drop-in exhibition where you can view the ideas developed so far, ask the project team questions and share your feedback.

Emerging key themes and community priorities include:

Movement & Transport: Improving local connectivity, wider transport links, and access to shops, services, and amenities.

Green space & Biodiversity: New parks and open spaces, enhanced wildlife habitats and improved biodiversity.

Housing & Neighbourhoods: Different housing types and tenures, well designed neighbourhoods with community facilities, including shops, schools and healthcare.

Culture & Identity: Strengthening community infrastructure, local buildings, organisations, and spaces to support a thriving cultural scene.

Stewardship & Governance: Fostering local pride, ownership, and community-led management of assets using a financially sustainable approach.

We look forward to welcoming you at one of the exhibition events.

Appendix E Letters received

7th March 2025

Kevin Murray Associates Ltd:-

Dear Sirs / Madam,

East Hemel + Westwick Row is far too small an area for any new accommodation for humans, cars and infrastructure. The area is very close to the M1 – fumes and the industrial area.

The area west of junction 8 on the M1 is often grid locked.

11,000 homes = 22,000 – 33,000 cars which would just cause daily chaos. (You will not get people from cars to bicycles, feet or buses. (Maybe in the very near future each household could have their own small helicopter!)

Yours sincerely, [signature provided]

I represent "Dacorum & District Riding Club". We have been operating in the fields down Westwick Lane for over 50 years. We are not part of the Equestrian Riding School, [name redacted]

We run 6 events per year with about 100 horses and riders at the more popular events.

At each event, we run showing competitions, dressage, show jumping and working hunter. Presently this is from one field of about 5 acres. Separately, another field is used for lorry and trailer parking. Again about 5 acres, although this is not full.

We are the last club running equine events in southern Hertfordshire, since about 10 years ago Patchets was closed down in the Watford area due to redevelopment for houses.

I believe that the land between the M1 and Gorehambury Estate includes some Crown land. That area would be very good for our show ground as it still allows the local horse yards to hack to the event.

The item that holds us back is the lack of a 'surface' for show jumping. [Name redacted] (The riding) school has a small surface but this is used for her lessons and is too small for show jumping. If there was any way this development could fund a surface this could end up with improving the equine facilities in the area, and recover the lost 'surfaces' at Patchets.

We are assuming that we will be able to operate as per normal during 2025, but understand we may have to move or close down for 2026. We run 6 events per year from April to September. I hope you can find a way to support this club."

Regards,

[Name, email address and mobile phone number provided]