



# **EAST HEMEL HEMPSTEAD AREA ACTION PLAN**

## **Issues and Options**

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**June 2009**

This is the Issues and Options document for the **East Hemel Hempstead Area Action Plan**. The Council has high aspirations for East Hemel Hempstead and wishes to establish how the area should grow and change. This document sets out the various issues affecting the area and puts forward a number of alternative options for tackling these. If you would like this information in your own language, or you would like to contact the Council about any other issue, please call 01442 867212.

**If you would like this information in another format, such as large print or audio tape, please call 01442 228660 or for Minicom only 01442 867877.**

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## **Links with other consultation papers**

This paper looks at the Maylands Business Area and discusses how the area should change and grow. The document drives forward the Maylands Masterplan and its vision for the area. The Area Action Plan also teases out and discusses a variety of other issues affecting the area including a new prestige office development, a town stadium, park and ride facility and renewable energy centre.

You may also wish to comment on the following consultation document as it too raises important issues about the future of Hemel Hempstead:-

- ***Emerging Core Strategy (produced by Dacorum Borough Council)***

This outlines the structure of the Core Strategy document and contains information on the main policy themes. It also provides an opportunity to let us know your views on the draft visions and development strategies that have been drawn up for each of the

Borough's towns and large villages and for the countryside.

St Albans City and District Council is also consulting upon a Core Strategy – Emerging Strategy paper (June 2009). This relates to all land within St Albans District.

## **Additional information**

The information in this consultation paper is supported by a number of background documents and reports, which cannot be fully summarised here. The options have also been subject to a separate Sustainability Appraisal, carried out by the Councils' independent sustainability Consultants C4S. Your comments on this report are welcomed.

This background information and the Sustainability Appraisal Report are available to download from Dacorum Council's website [www.dacorum.gov.uk/planning](http://www.dacorum.gov.uk/planning) free of charge and paper copies are held in the reference sections of libraries within Dacorum Borough. Copies are also available to purchase from Dacorum's Spatial Planning Team.

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# 1. Introduction

## Why East Hemel Hempstead needs special attention

East Hemel Hempstead is a dynamic and complex area of the town, with a variety of different needs. The area has one of the most important fuel distribution centres in the country; it has the biggest and one of the most vibrant employment areas in the region and hosts some of the most vital services and facilities for the town.

There are high aspirations for the area emerging from the Dacorum Sustainable Community Strategy and the Hemel 2020 vision. However, guidelines need to be established which relate to the whole area as a single entity, setting down how the area should change and grow.

## The East of England Plan

Although the area will continue to be the focus of positive economic change, particularly through the continued recovery from the Buncefield incident, there is a need to plan comprehensively for regeneration. This is confirmed by the East of England Plan, which proposes physical, social and economic regeneration of the original New Town.

Policy LA2 in the East of England Plan, which was issued in May 2008, asks us to:

- plan for a substantial increase in housing provision.
- promote substantial employment growth based on:

- strategic links to centres such as Watford, Luton, London, Milton Keynes
- regeneration of Maylands
- 'reconstruction and potential rationalisation' of Buncefield.
- make better provision for local residents in terms of health, education, employment, transport and quality of life;
- improve the strategic transport network; and
- improve the quality of the town's built fabric, public realm and green spaces.

A High Court Judgment deleted the first element of Policy LA2. We understand this would reduce the level of housing needed and avoid major housing development in the Green Belt (in Dacorum or St. Albans).

Substantial housing extension to the town has not been adequately assessed according to the Judgment. Therefore, the immediate possibility of major housing growth to the east of Hemel Hempstead has been removed. It is possible that the Judgment will be appealed against and/or the housing growth reintroduced when the East of England Plan is rolled forward later this year. This means that there will remain some uncertainty in the regional planning framework we have to work with.

However, in general the East of England Plan provides a set of requirements we should follow. This includes significant housing and employment growth in the town.

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East Hemel Hempstead is the focus of the town and Borough's economic activity and as such it is logical that future employment provision is concentrated on this side of town. This reflects the broad direction set by the East of England Plan and that of previous consultations.

### **How do we do this?**

To help us plan comprehensively for the area we need to give detailed guidance at an early stage on how the area should change and grow. This is why we are producing an Area Action Plan (AAP). One of the complicating factors is that East Hemel Hempstead extends beyond the administrative boundary between Dacorum Borough Council and St. Albans City and District Council. The overlap to the north of Buncefield and general proximity of development requires us to work together to establish the most appropriate planning framework for the area. Given that many of the issues directly affect Hemel Hempstead, Dacorum Borough Council has taken the lead.

### **What is an AAP?**

An AAP would form part of the Local Development Framework for each of the two Councils. It has the status of a Development Plan Document, which means that it is a key consideration in deciding planning applications.

### **Other options**

We have considered a 'do nothing' approach, in terms of projecting our existing planning policies forward

and allowing the market to dictate the pattern of development up to 2031. However, this would fail to provide the much-needed stimulus to transform East Hemel Hempstead and would likely result in the continued underachievement of the area.

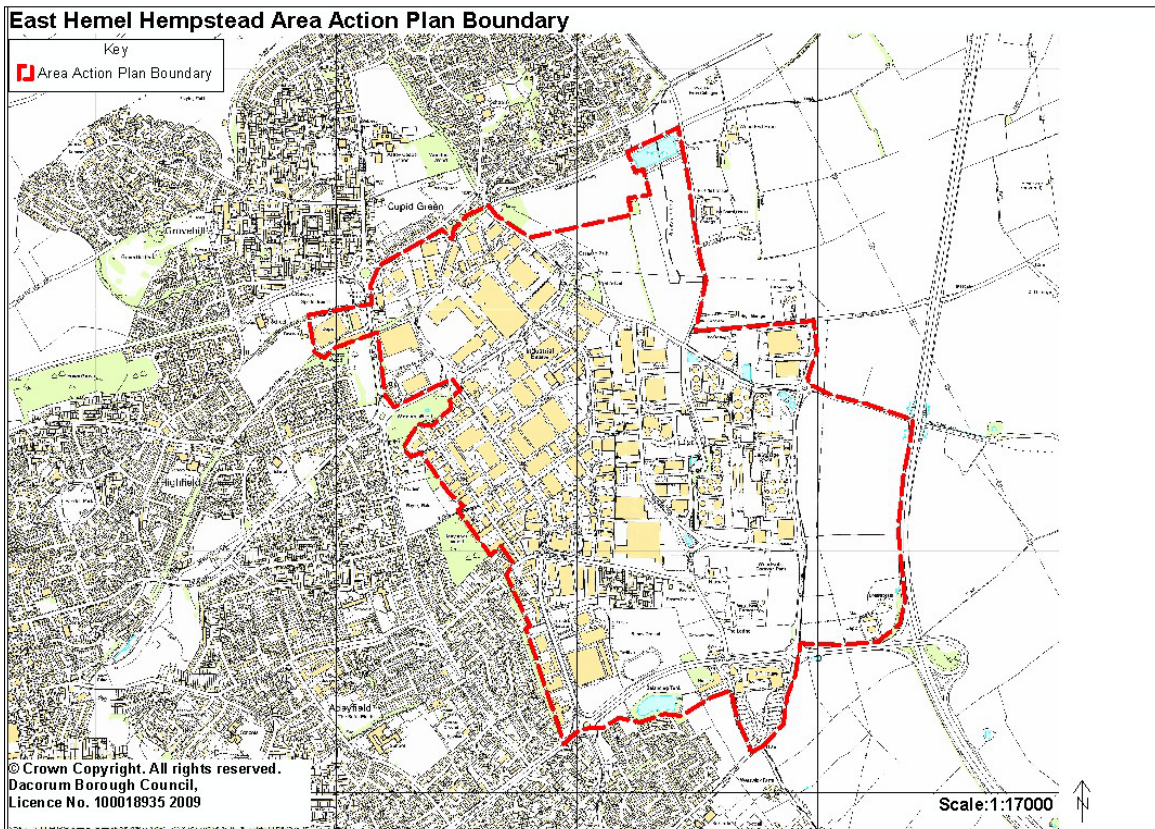
### **Extent and scope of the Area Action Plan**

The long term future of East Hemel Hempstead is linked to decisions the two Councils must make on the distribution of employment and housing growth around the town.

The Core Strategies of Dacorum and St. Albans will take the lead in formulating the strategic direction of East Hemel Hempstead and the AAP will drive these decisions forward. As it stands the role of the AAP is to promote economic development and business opportunities in Maylands and the immediate area.

Therefore, for the purposes of this document we have set an indicative boundary for the AAP as shown in **Figure 1**. This includes the Maylands Business Area, Spencer's Park and the area of land between Buncefield and the M1 which falls within St. Albans Council's area.

There remain uncertainties over the East of England Plan and its immediate review (expected this Autumn). If, for example, the need for major housing growth around the town is reintroduced we recognise that the boundary of the AAP might have to change to accommodate the additional growth.



**Figure 1: Indicative AAP boundary**

**What is the process for producing an AAP?**

We are at the beginning of a process, the first stage being this Issues and Options paper. We are aiming to identify the key spatial planning issues relevant to the plan, and to consult on alternative options for how East Hemel Hempstead develops.

A later stage would be engagement on an emerging strategy. This would set out a suggested policy direction for the area, following the consideration of representations received during this consultation.

We would then prepare the published version of the AAP.

Consultation would take place once more before it goes to the Secretary of State for independent

examination. An inspector would test the soundness of the plan and deliver a binding report to the Council, after which the plan can be formally adopted.

**How will the Area Action Plan relate to other plans and strategies?**

When preparing the AAP we must have regard to various documents and strategies. These include national Planning Policy Statements, the East of England Plan (with which the AAP will need to be in general conformity) and the Sustainable Community Strategies for Hertfordshire, Dacorum and St. Albans.



Of particular local importance to the AAP is the Hemel 2020 Vision, the Maylands Masterplan, Dacorum Borough Council's Emerging Core

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Strategy, and St. Albans City and District Council's Emerging Core Strategy.

## **Sustainability Appraisal**

Every Development Plan Document must be accompanied by a Sustainability Appraisal. This highlights any significant environmental, social or economic effects of the plan, assessing it against a number of sustainability objectives. The appraisal needs to be fully integrated into the plan process, so that it can inform and influence the plan as it develops.

We have been working closely with consultants C4S who are preparing the Sustainability Appraisal which is available for viewing. The Sustainability Appraisal will help us finalise the most appropriate strategy for East Hemel Hempstead. The Maylands Masterplan was itself subject to Sustainability Appraisal<sup>1</sup>.

## **What should I comment on?**

The paper deals with the main planning issues relevant to East Hemel Hempstead, and sets the spatial options for specific uses. It discusses each in turn and asks a number of questions relating to the issues.

Whilst we are seeking your views on these questions they are also intended to be a starting point for further thought.

We would like to know if there are any significant issues or options of

relevance to the planning of East Hemel Hempstead that you think we have missed. If so, we would like to know your views on how we can deal with these.

## **2. Vision for East Hemel Hempstead**

East Hemel Hempstead can become the economic beacon for the town; a town where businesses flourish and where people will aspire to live. The AAP itself will move us on from the broad direction established so far, giving detail and substance to the framework as it continues to emerge.

The AAP aims to enhance quality of life, providing more homes, creating new businesses and employment opportunities and better services for the day-time population. These aspirations are based on our underlying principle to make East Hemel Hempstead, and Maylands specifically, as economically and environmentally sustainable as possible.

Our aspirations will raise the profile of the town and provide an attractive place for investment. Our vision will also set the tone for any outward housing expansion that might be required (see section above entitled 'East of England Plan').

The draft vision for East Hemel Hempstead has been established with the help of the Core Strategy, the Hemel 2020 vision and the Maylands Masterplan.

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<sup>1</sup> Documents relating to the Maylands Masterplan can be found at <http://www.maylands.org>.



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**Vision:**

*East Hemel Hempstead will be the home to a vibrant, dynamic and premier business-led community. It will be a first choice investment location capitalising on and strengthening its role as a regional economic hub.*

*The area will be the focus for high quality, energy efficient development permeated by open space. It will entice visitors by providing a better environment and more facilities. It will be easily accessible by an array of transport types, principally passenger transport which will improve connections to key destinations not only around the town but to those in other urban centres.*

*Those living and working in the area will enjoy a high quality of life as a result.*

**QUESTION 1**

Do you think this vision establishes an appropriate tone for East Hemel Hempstead?

Yes/No

If no, how would you alter this vision to better reflect the planning for East Hemel Hempstead? (Please see questionnaire)

### **3. Buncefield Oil Depot**

Buncefield is a small but significant part of the Area Action Plan.

The explosion at the Oil Depot in 2005 was the biggest in peace-time

Europe and caused significant damage to property surrounding the site. 43 people were injured and the total economic cost of the incident topped £1 billion. There was significant disruption to businesses on the Maylands estate with many needing to be relocated and a few going into administration. Despite initial concerns that the explosion would have far-reaching economic impacts on Hemel Hempstead this does not appear to have come to fruition.

Nonetheless, it is vital that a coherent and comprehensive planning and investment strategy is established for the Maylands Area, with the future use of Buncefield confirmed. This holds the key for setting down the development options around the site, particularly for Maylands and any expansion of employment land to the east, but also more widely.

Discussion on the future of Buncefield, and the likely planning restrictions surrounding the site is informed by three guiding principles:

- The paramount importance of community safety.
- The importance of Maylands to the local and regional economy.
- The importance of Buncefield to the national economy.

The recommendations of the Buncefield Major Incident Investigation Board (BIIIB) and advice from the Health and Safety Executive (HSE) are helpful. Collaboration with the HSE/Environment Agency (known jointly as The Competent Authority) and other partners will assist in reinstating confidence in the safety

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of the site and improve businesses' perception of the area.

## **Buncefield context**

The site is fundamental to the economy of the south-east and the UK more widely because of its role as a strategic fuel distribution centre. Prior to the explosion Heathrow Airport received approximately half of its daily fuel supply from Buncefield.

## **The Buncefield Incident explained**

Early on Sunday 11 December 2005, a series of explosions and subsequent fire destroyed large parts of the Buncefield Oil storage and transfer depot, causing widespread damage to neighbouring properties.

The explosion was caused by overfilling of a petrol storage tank on the north west of the depot (the 'HOSL west' site), which led to the formation of a combustible vapour cloud. It is understood the safety systems in place to shut off the supply of petrol to the tank to prevent overfilling failed to operate.

In response to the incident the Buncefield Major Incident Investigation Board (BMIIB) was set up by the Health and Safety Executive to investigate, amongst other aspects, the causes of the incident and possible recommendations for the future.

## **What has the Board recommended?**

The BMIIB has made a number of wide ranging recommendations<sup>2</sup> in response to the incident. We have been working closely with the HSE to translate these recommendations into practice and to establish the most appropriate planning framework for the site and the surrounding area.

The BMIIB recommendations on land use planning around sites such as Buncefield<sup>3</sup> include the following key points:

- Fundamentally, the land use planning needs to be more integrated with the COMAH<sup>4</sup> safety report system to achieve consistency in the measures for safety and environmental protection around major hazard sites. This will require greater technical involvement from the site operators in informing planning authorities of major hazards risks and their control measures.
- Planning decisions should take into account the societal risks of fatal accidents from major incidents.
- Overall, the Board recommended that all relevant parties come together and fully consider the risk posed from

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<sup>2</sup> The final report of the Major Incident Investigation Board (December 2008).

<sup>3</sup> Recommendations on land use planning and the control of societal risk around major hazard sites (July 2008).

<sup>4</sup> The Control of Major Accident Hazards Regulations 1999 Regulations.

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hazardous sites when considering future development near the area.

The BMIB acknowledges that the key objectives of economic development, planning policy and risk assessment must be balanced in the national interest. Furthermore, the BMIB recognises that:

*‘there is no justification for settling for over-cautious restrictions as a long-term solution. But equally, in moving to a new planning regime that is responsive to risk, there will need to be public assurance that retrospective action will be taken where there are concerns for the societal risk around certain sites’.*

### **What do the HSE say?**

The HSE has published revised guidance for planning authorities when dealing with large-scale petroleum storage sites<sup>5</sup>. This essentially sets down which development types are acceptable around such site.

### **What is happening on the site?**

A number of damaged tanks, buildings and equipment have already been restored on the eastern and southern sections of the site. Crucially, no applications have yet been received to restore the tanks on the north-western part of the site which was where the explosion emanated. It is the future of the tanks in this location that is

of fundamental significance for the AAP. The location of the tanks and subsequent changes in the Hazardous Substances Consents will determine the extent of the HSE’s consultation zones around the depot. This will ultimately affect land to the East of Boundary Way, part of the large site at Three Cherry Trees Lane, currently designated as site E4 in the Dacorum Borough Local Plan and Policy 26 of the St Albans District Local Plan. It will also affect Employment Area 7 (North of Buncefield) in the St. Albans District Local Plan Review.

### **What is the intended approach to Buncefield?**

We are proposing a number of alternative options for the future use of Buncefield in this consultation. These stem from our underlying objectives, which are to:

- 1) ensure that safety is the first and most important consideration;
- 2) deliver the most effective and attractive investment position for the ongoing regeneration of the Maylands Business Area;
- 3) ensure that key planning proposals are not unduly compromised by permitted uses at Buncefield;
- 4) ensure that the best and most effective development options can be secured and are not compromised by permitted uses at Buncefield;
- 5) recognise the importance that the Buncefield Oil Depot has to the national economy; and
- 6) secure extensive and long lasting environmental improvements.

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<sup>5</sup> HSE Land use planning advice around large-scale petroleum storage sites:  
<http://www.hse.gov.uk/foi/internalops/hid/spc/spctg38.htm>

Our discussions with the HSE and the site operators have provided us with a thorough appraisal of the level of risk posed by the site. It has also given us an understanding of the site operators' aspirations for Buncefield and also the HSE's position on future development on the site and its implications for the AAP.

Although we intend to work with the HSE within the framework set down by the interim advice we will continue to liaise closely with the HSE to embrace any updated guidance as and when it is produced.

We have discounted the option of completely removing the oil depot due to the need for substantial compensation being footed by the taxpayer to revoke existing consents to store petroleum.

## The options

From our discussions we have concluded that there are three alternatives for the tanks at HOSL West. Each scenario has implications for the extent of the consultation boundaries that the HSE have issued and subsequently the restrictions on development around the site.

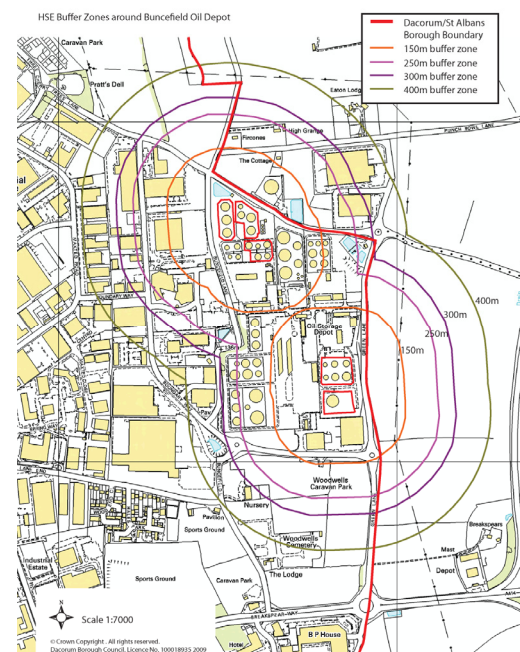
The consultation boundaries themselves relate to existing Hazardous Substance Consents for the storage of petroleum in our case. The extent of the boundaries depends on the type of fuel that is stored in the area.

### 1) Reinstatement of tanks

The first option would involve the reconstruction of the site to its pre-

incident form. This involves building the tanks and supporting infrastructure in similar locations on the HOSL West site.

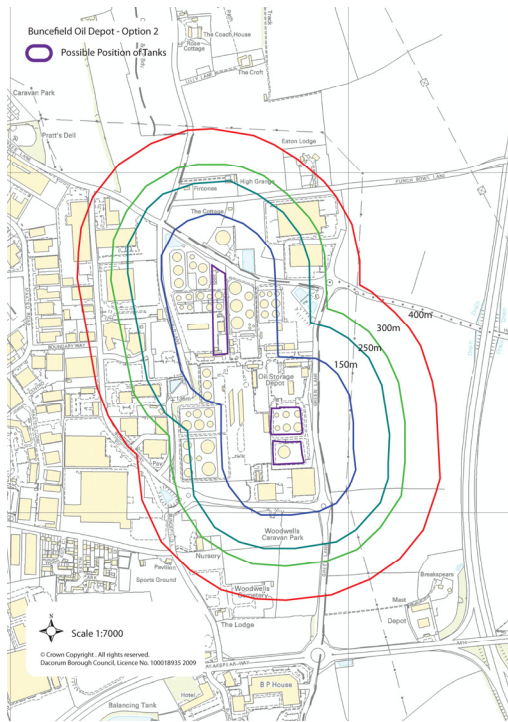
This would mean that the consultation boundaries and subsequent development restrictions remain as existing. Clearly, future development options in this area would be restricted as per the HSE's advice. The land use implications for this can be seen on figure 2.



**Figure 2: Indicative future consultation boundaries**

### 2) Rationalisation of the site

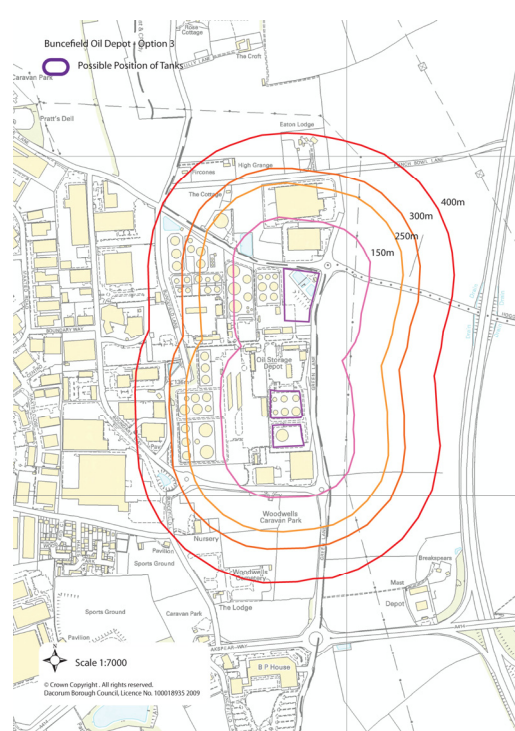
The second option would involve the possibility of moving the tanks further towards the centre of the HOSL part of the site, essentially consolidating the depot. This would ultimately allow more flexibility on the types of development that could be permitted (within HSE guidelines) along Boundary Way. This option can be seen below on figure 3.



**Figure 3: Indicative future consultation boundaries**

### 3) Removal and relocation of tanks

The final option involves the complete removal of the tanks on the HOSL West part of the depot and relocating them to another part of the depot, possibly to the eastern fringes of HOSL East. This may involve some small extension of Buncefield to the East (figure 4). The original tank location could then be considered for other compatible uses.



**Figure 4: Indicative future consultation boundaries**

Both options 2 and 3 would allow the land on Boundary Way to come forward for redevelopment, speeding up business recovery in this area. However, it may restrict development to the east of Buncefield. Furthermore, there may be challenges in delivering option 2 and 3 given the complex land ownership issues that exist within the site and the feasibility of altering pipelines and other infrastructure to support relocation.

#### QUESTION 2a

Do you prefer Option 1: Reinstatement?

Yes/No

If no, please give your reasons. (Please see questionnaire)

### QUESTION 2b

Do you prefer Option 2:  
Rationalisation?

Yes/No

If no, please give your reasons.  
(Please see questionnaire)

### QUESTION 2c

Do you prefer Option 3:  
Relocation?

Yes/No

If no, please give your reasons.  
(Please see questionnaire)

- There has been low growth in commercial and office floor space (Dacorum ranks 295<sup>th</sup> out of 356 districts in England and Wales). Recent increases have been sluggish (2.2% compared to the national average of 8.6%).
- Growth in office space is just 25% of the national norm.

These shortcomings are largely attributable to a lack of investment in Hemel Hempstead over the last five to ten years. These statistics also underline the need for new investment in the area, particularly in the knowledge-based economy. To do this we need to arm the business area with key attributes and selling points. These will raise the profile of the area offering it as a prime business location.

By providing opportunities for businesses to settle here we will be able to ensure that this part of Hertfordshire moves further towards the thriving and prosperous area it should be.

### Maylands

Maylands was originally designed as a manufacturing location. Now it is often cited as an employment area in transition, moving from traditional industrial and manufacturing industries to warehouses for distribution and offices, mirroring wider economic shifts in the UK.

It is vital for the continued success of the area that this transition is managed appropriately.

Maylands along with many employment areas in Hertfordshire is competing with very successful

## 4. Economic Strategy

### Economic context

Hemel Hempstead is an important employment location not only in Dacorum but also within the wider Hertfordshire sub region. Maylands Business Park is the largest area of employment land in the Borough and in the East of England. Approximately 16,500 jobs are based there and 67% of commuting to the town is to this location.

There has been low growth in industrial, commercial and office floor space in Dacorum and as a result a relatively weak economic performance. To illustrate:

- Dacorum is ranked 327<sup>th</sup> out of 408 districts in Great Britain for growth.
- There has been a slight reduction in job numbers since 1999 against a backdrop of growth nationally of 7%.

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business locations elsewhere around the M25, namely those located along the M4 and M3 corridors.

Our analysis<sup>6</sup> suggests that without intervention Maylands would continue to under-perform in comparison to these newer, less tired employment areas. Moreover, most new development in Maylands would be in the relatively low value, land hungry logistics (warehousing) sector, meaning that Hemel Hempstead would miss out on a golden opportunity to attract higher value, professional employers that meet the needs of our well qualified workforce.

We can do this by enhancing the environment, providing flexible opportunities for businesses to flourish and to provide their employees with the facilities and supporting services in which to thrive. The main economic aims in Dacorum are<sup>7</sup>:

- The regeneration of Maylands.
- Supporting the business community.
- Promoting green and sustainable growth.
- Attracting and retaining businesses.
- Developing our skills base.

Delivering these objectives will require sufficient land and a range of development opportunities being made available in the long term. Furthermore, it will require promoting confidence in Hemel

Hempstead as the centrepiece of the Dacorum's economic activities.

## **Maylands Masterplan**

The Maylands Masterplan has set the tone for regeneration and provides focus and direction. Delivering the Masterplan is central to Dacorum's Economic Development Strategy 2009 - 2012.

The Masterplan aims to:

*"...create an environment where a range of businesses can grow and prosper through the development of Maylands as a sustainable, well connected Green Business Park offering a high standard of accommodation within a pleasant, high quality environment served by a range of conveniently located shops and amenities."*

It addresses the underlying problems affecting the area by capitalising on Maylands' role in the wider Hertfordshire London Arc, emphasising its proximity to London and easy access to both Luton and Heathrow airports via the M1 and M25. It also appreciates its access to a highly skilled workforce.

## **The Role of the AAP**

The AAP aims to bring forward the Masterplan's vision for Maylands and the detailed character areas that are highlighted in the document.

Despite this aim we will also need to have some flexibility in order to respond to changing circumstances in the coming years. There could be some diversification of the business area to incorporate

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<sup>6</sup> The South West Hertfordshire Employment Space Study (2005) and the Hertfordshire London Arc Jobs Growth and Employment Land Study (2009).

<sup>7</sup> Economic Development Strategy (2009-2012)

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residential development. There could be some relocation of employment uses and expansion to the east.

There are areas of the Masterplan that need additional clarity; the AAP will help clarify these, discuss them and include proposals to resolve them.

## **The Character Areas**

The Masterplan divides Maylands into a number of Character Areas where different types of development would be directed. Each character area is given its own identity within an overarching Maylands brand. In doing so the Masterplan has tried to avoid 'bad neighbour' issues and conflicting traffic movements. A detailed description of each character area can be found in the Masterplan<sup>8</sup> itself but essentially includes advice on a range of appropriate uses and urban design principles for new development. The range of character areas allows for different business opportunities and support functions throughout the business area (see Question 4 below).

## **Maylands Gateway**

Maylands Gateway is prominently located at one of the key entrances to the town, i.e. from the M1. The Masterplan proposes a first rate business park with a focus on the technology sector. It seeks a range of building sizes suitable for key tenants in landmark buildings, including a higher education presence, HQ offices, conference

and hotel facilities. There is also some interest in providing some public services (including a hospital) on the Gateway. Further information is required to understand the exact nature of these proposals and more information would be needed to assess the impact on the Gateway and the town more widely.

The Gateway is seen as central not only to the Masterplan, but also to the Council's Economic Development Strategy.

The need for such a significant increase in office development over the next 20 years plus has emerged from the recently published Hertfordshire London Arc Jobs Growth and Employment Land Study (2009).

Bringing the Gateway forward will fit with Dacorum's aspirations to meet the needs of Hertfordshire's highly qualified workforce. In doing so the Council, through the AAP, will reinvigorate not only East Hemel Hempstead's, but also Dacorum's and the wider London Arc's appeal as a high quality investment location by providing an additional 141,200sqm of offices and associated uses on top of the floorspace that has already been permitted. There will be significant infrastructure needs including the provision of an additional access from Breakspear Way (see below).

Development would involve the relocation of Employment Proposal E4 in the existing Local Plan and the reserved land covered by Policy 26 of the St. Albans Local Plan (commonly referred to as Spencer's Park on Three Cherry Trees Lane). Although this site was

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<sup>8</sup> The Masterplan can be found on the following link:  
<http://www.dacorum.gov.uk/default.aspx?page=4931>



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originally identified for high technology employment use, the Gateway is a better location. This relocation has received broad support within our technical work, during previous consultations and throughout the preparation of the Maylands Masterplan. It would also release Spencer's Park (E4 and Policy 26 site) for alternative uses.

This will mean that the function of the Gateway would change from open land to a high-tech office park. The relocation of the existing uses is discussed under 'Preparing the Gateway' (see below).

Maylands Gateway is the subject of a Development Brief, the relevant principles of which will be taken forward.

### **QUESTION 3**

Do you support the principle of the Gateway becoming a high quality office led business park with technology based/green business initiatives?

Yes/No

If no, what other option would you put forward? (Please see questionnaire)

### **The Heart of Maylands**

This will become the functional centre of Maylands providing shops, cafes, restaurants, business services, community facilities, open space and access to passenger transport. The emphasis will be on human activity and interaction. For this to be achieved a component of residential development will be included (also see below).

### **The Face of Maylands**

Here we will encourage high quality development, within a people friendly environment. Along with the Gateway, it will be a core office location, but there will be some scope, particularly along the northern part of the area, for other forms of development, such as general industry (B2) and storage and distribution (B8).

### **The Engine Room**

This area will aim to provide the conditions to encourage enterprise and investment in a range of industrial and commercial uses, offering more flexible terms for development and business occupation. A range of light industrial uses will be considered acceptable in this area.

The Council, together with the East of England Development Agency, is taking a lead role in this by exploring options to provide a serviced business centre and incubation facility as well as an innovation centre amongst other uses at Axis Point, along Eastman Way.

### **The Service Centre**

This will aim to encourage investment and enterprise through flexible guidelines, but its location near to routes identified for HGV traffic will be of particular advantage to the distribution and logistics sectors. Other forms of industrial buildings such as B1 (offices) and B2 (general industrial) will be considered acceptable.

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#### **QUESTION 4**

Do you agree with the approach to defining specific Character Areas?

Yes/No

If no, what do you recommend as an alternative? (Please see questionnaire)

#### **Land to the East of Boundary Way**

Buildings on Boundary Way were badly damaged in the Buncefield explosion. Given the uncertainty surrounding future planning restrictions, the Masterplan did not explicitly state its future use, although it indicated that this land fitted more naturally within the Service Centre.

Our intended long-term approach is to include this land as part of the Service Centre. However, we will need to respect the constraints posed by the Buncefield Oil Depot. As discussed previously, the exact location of certain types of development will be determined by the eventual extent of the HSE's consultation boundaries.

#### **QUESTION 5**

Do you agree with the approach to land to the east of Boundary Way?

Yes/No

If no, what alternative approach would you suggest? (Please see questionnaire)

#### **Employment Land Expansion**

The East of England Plan provides a set of requirements with which to plan growth. We will need to ensure that an appropriate range and level of employment opportunities are available for the expanding population of the town.

One component of this is to make provision for additional, long term employment land for the town. It is logical to continue to focus this growth in and around the Maylands area. The land adjoining this next to the M1 (which is in the Green Belt and in St. Albans District) would be a suitable reserve area for further employment expansion, enlarging the Maylands business neighbourhood, and for relocating uses from the existing urban area.

The possible expansion of the employment area to the east is critical to the vision of Maylands as a prosperous and green business park. Whilst a small part of the expanded area would simply be an extension of the Gateway, if this land is needed, the larger part of this area to the north would provide the home for some of the key facilities and services that will deliver our vision for East Hemel Hempstead. This part of the expanded area would fall within the Service Centre. These facilities could include the location of a possible sustainable transportation hub (park and ride), a green energy centre and other uses aimed at promoting and supporting the business area.

It could also provide the location for incompatible uses currently located within or adjoining the Maylands

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Business Area and uses which would allow for necessary development (especially planned housing) in the north west of Maylands;

The area suggested for expansion is an approximate estimate of the land required. This is because there are uncertainties surrounding the exact types of development to be located here and the amount of space they would require. An additional consideration is the proximity of Buncefield as this will determine what uses are acceptable in certain locations. It is unlikely that all of this land would be required.

The future of this area will ultimately be resolved through St. Albans Council's Core Strategy.

#### **QUESTION 6**

Do you support the Maylands Business Area extending eastwards towards the M1?

Yes/No

If no, what do you recommend as an alternative to provide the necessary economic development opportunities? (Please see questionnaire)

#### **QUESTION 7**

Do you support the type of uses proposed for the extended area?

Yes/No

If no, what do you recommend as alternative options? (Please see questionnaire)

### **Spencer's Park**

The relocation of employment proposal E4 and Policy 26 site (originally earmarked for Spencer's Park) to the Gateway allows us to explore other uses on the original site. We are proposing a mix of housing, open space and social and community uses, subject to their safe distance from Buncefield and the advice of the HSE.

#### **QUESTION 8**

Do you agree with this approach?

Yes/No

If no, what alternative do you suggest? (Please see questionnaire)

### **Three Cherry Trees Lane Gypsy and Traveller Site**

We are aware that there are a variety of issues associated with this site. Principally, this is because the site accommodates a relatively large number of people.

Bringing forward Spencer's Park for development gives us the opportunity to think about the options for the Gypsy and Traveller site. The options include:

- 1) Keeping the site as it is.
- 2) Splitting the site into two and relocating part locally (within Dacorum).
- 3) Relocating the entire site locally (within Dacorum).

#### **QUESTION 9a**

Do you support Option 1 - no change?

Yes/No

If yes, please give your reasons.  
(Please see questionnaire)

### QUESTION 9b

Do you support Option 2 – splitting the site?

Yes/No

If yes, please give your reasons and state where the site should be provided. (Please see questionnaire)

### QUESTION 9c

Do you support Option 3 – relocating the site?

Yes/No

If yes, please give your reasons and state where the site should be provided. (Please see questionnaire)

## 5. Diversifying Maylands

### Residential Development

We need to provide new housing to meet targets set by Government in national policy advice and in the East of England Plan.

We envisage 500 units being an appropriate indicative target for new housing within the Maylands Employment Area. This would mean that approximately 10ha of existing employment land may be lost, but would potentially be compensated for by the provision of additional land for employment.

Providing new homes in a planned way at Maylands has a number of advantages. It serves to encourage sustainable forms of development, bringing workplaces and homes closer together, providing key worker housing close to their employment and helping to support local services and facilities. This will ultimately reduce the need to travel elsewhere by private car. It would also help to reduce the overall pressure on the Green Belt surrounding the town.

Furthermore, it gives us the opportunity to plan comprehensively for Maylands, improving its overall appearance and relationship to surrounding areas. For example, the negative impacts of large employment areas (such as noise, heavy goods traffic and less attractive buildings) could be moved away from existing residential areas and consolidated to the east of town, near to the M1 motorway.

There are two principal opportunities. The first is within the Heart of Maylands which could accommodate about 20% of the target (see below). The second is land towards the north west of Maylands, which adjoins existing residential properties and open space. There are a number of commercial units currently located here along with the Council's Cupid Green waste recycling depot, all of which could relocate elsewhere depending on cost.

### QUESTION 10

Do you support the principle of providing additional residential development within the Maylands Employment Area?

Yes/No

If no, please give your reasons.  
(Please see questionnaire)

### **QUESTION 11**

Do you agree that the most appropriate location for the majority of housing is on the north-western fringes of Maylands?

Yes/No

If no, where should additional housing be provided? Please give your reasons. (Please see questionnaire)

### **QUESTION 12**

If the north-western fringes of Maylands are redeveloped for housing, do you accept that the existing commercial uses should be relocated elsewhere?

Yes/No

If no, what should happen to the existing uses? (Please see questionnaire)

## **The Heart of Maylands**

One of the fundamental weaknesses of Maylands as a business location is the inadequate provision of facilities for the day-time population. There is a limited range of shops, leisure facilities, services and restaurants. Although the leisure component has improved in recent years with the opening of Esporta, there is no modern hub and it is understood that people travel outside the area in lunch periods.

As we have mentioned, although Hemel Hempstead is a key employment location it faces fierce competition from major growth areas such as Milton Keynes and well established office locations along the M3 and M4 corridors. The Masterplan recognises this challenge and seeks to address it by bringing the Heart of Maylands forward as the functional centre of Maylands, providing small scale shops, cafes, restaurants, business services, community facilities, open space and access to public transport. It could also include health care facilities. The emphasis will be very much on human activity and social interaction.

A key component of improving the area will be to introduce an element of residential development. Increasing the number of people will enhance the vitality of the area by acting as a local hub for Maylands. It will contribute to providing a vibrant economy for Maylands beyond the working day and create a pleasant and attractive environment throughout the day and night.

We have commissioned a feasibility study to look at the type and scale of development that could be supported in this location and the likely demand that this would meet.

### **QUESTION 13**

Do you agree that there is a demand for improved facilities and a place for social interaction within Maylands?

Yes/No

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Please give your reasons. (Please see questionnaire)

*To illustrate these issues we have produced Figure 5 at the back of this document.*

## **6. Servicing Maylands**

### **Transportation Strategy**

Maylands is well served by the strategic road network (M1 and M25) providing good access to London and the North. However, the roads in and around Maylands suffer from chronic congestion during peak times, particularly along Maylands Avenue, the A4147 and A414 near the M1.

There are a number of factors contributing to congestion around the town. These include relatively high car ownership and large commuting flows to London. There are also fundamental local factors contributing to this as well.

Hemel Hempstead is a relatively low-density town, and land uses are largely separated from one another (e.g. employment areas, housing areas and shopping areas). Passenger transport is relatively under used. The railway station is on the south western edge of town and poorly integrated to the fabric of Hemel Hempstead. Many people need to travel relatively long distances for work, shopping and leisure meaning car use is convenient and high. For Maylands in particular, congestion is exacerbated by conflicts between cars and HGVs and the bottlenecks at the roundabouts along Breakspear Way.

Understanding how transportation patterns could shift is vital for future planning. This is even more fundamental when significant change is being proposed. Bringing forward the Gateway for offices, the potential for increased residential within Maylands and the potential of employment expansion to the east all mean that transportation is a subject that needs thorough appraisal.

The changes proposed in the area mean that additional pressure is likely to be put on the existing east-west routes within Hemel Hempstead and on various pinch points in the Maylands area and Leverstock Green. Without a co-ordinated approach to addressing the issues it is likely that Maylands' appeal as an investment location will suffer.

### **The Role of the AAP**

The AAP will bring forward the recommendations of the 'Movement Strategy' in the Masterplan and those of the Hemel Hempstead Urban Transport Plan (2009). Two other key areas of work will emerge in 2009. First, the Council's multi-agency Maylands Masterplan Implementation Team will provide a comprehensive and sustainable transport and access strategy. Secondly, a traffic model will be available that assesses the likely implications of development on the local road network. This work will help refine the options for Maylands.

The AAP will elaborate on some of the Masterplan's recommendations that are less clear. For example, it will look at the potential location for a park and ride facility and how this

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could be integrated into a wider sustainable transport strategy. It will also detail proposals to improve the road network in and around Maylands.

Because of Hemel Hempstead's role as a regional hub and given the scale of change proposed in the AAP we need to tackle two fundamental transportation issues; changing travel behaviour and managing traffic demand.

The AAP will also seek to address inter-urban public transport connections to facilitate movement between Maylands, Hemel Hempstead town centre and the railway station. It will also need to focus on integrating different modes of transport and linking regional transport nodes such as Luton (and Luton airport), St Albans, Watford and London.

These issues will require more detailed consideration if there is any significant urban housing extension to the east of Hemel Hempstead (see section entitled 'East of England Plan').

## The options

### More choice

Fundamental to the transportation strategy for the AAP is to improve the choice people have when travelling to the area and within it. To do this plans will be needed to increase the reliability and improve the networks of all modes of travel, particularly passenger transport, walking and cycling.

For this to work we will need to:

(1) Link the railway station, the town centre and possibly St Albans with a high quality, regular, reliable and recognisable bus service. This link would serve key nodes within Maylands, including the Park and Ride, the Gateway Technology Park and the Heart of Maylands.

(2) work with our partners across the Council, the County Council and with the business community to improve bus services and control parking within Maylands itself.

We do understand that the business community requires car parking facilities and servicing. A careful balance is needed to ensure that the transportation strategy does not stifle investment in the area but equally delivers substantial environmental improvements.

### QUESTION 14

Do you support the overall direction of the transportation strategy?

Yes/No

If no, what would you recommend as an alternative approach? (Please see questionnaire)

### Ease of Movement

Underpinning the AAP is the notion of a green and sustainable district. To do this we need to encourage changes in behaviour in a number of areas including the way people and traffic travel to and move around the area.

The AAP seeks to create the environment where the needs of pedestrians, cyclists and passenger transport users are assigned higher priority than cars.

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Creating permeable networks that are inviting and that encourage walking and cycling will be a priority. The intention is to create streets that encourage social interaction and enjoyment while still performing successfully as arteries for movement. To do this, we need a step change in our approach to designing streets in Maylands.

For areas with a high day time population such as the Gateway, the Face of Maylands and the Heart of Maylands, streets need to be designed as social spaces to encourage human activity and interaction. Maylands Avenue has a crucial role to play in securing this vision as it will be the main avenue connecting the Gateway with the Face of Maylands and then up to the Heart of Maylands (all potentially highly active areas). We feel that the best way to balance our desire for the Maylands Avenue to become a social place with the need to respect its function as a movement artery is to bring Maylands Avenue forward as a boulevard.

This provides the most appropriate way of balancing the competing demands in Maylands.

Other areas within Maylands will have different needs and as such a different approach to streets will be taken. The Maylands Masterplan provides a detailed appraisal of the requirements for each area.

#### **QUESTION 15**

Do you support our approach to the network of streets and pathways within Maylands?

Yes/No

If no, what would you recommend as an alternative approach? (Please see questionnaire)

#### **Park and ride**

A sustainable transport facility is central to encouraging the modal shift we are seeking. The Masterplan foresees Park and Ride as a key solution, but further feasibility work is needed to investigate the exact nature of such a facility. Nonetheless, if successful, it would contribute to reducing congestion immediately around Maylands by taking a proportion of traffic off the roads before it reaches the junctions in Maylands. A Park and Ride facility would be integrated within a strategic bus link, principally serving Maylands; but with the option to extend the route in the future to link the town centres of Hemel Hempstead, St. Albans and their respective rail stations. The service would need to be good enough to encourage people to park their cars and walk, cycle or catch the bus for the remainder of the journey.

For the wider Hemel Hempstead strategic bus link to be successful, it will need to be coupled with wider parking restraint in suitable locations around the town, including the town centre.

The feasibility study referred to above will be underway shortly to establish what type of facility would work best.

At this stage the logical site for a park and ride facility would be on the edge of the town in close proximity to the M1. This would be



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the most convenient option for commuters travelling by car. There is the potential for the park and ride to share parking with a town stadium complex.

**QUESTION 16**

Do you support the principle of providing a park and ride facility to serve Maylands and possibly the towns of Hemel Hempstead and St. Albans more widely?

Yes/No

If no, what would you recommend as an alternative approach? (Please see questionnaire)

**QUESTION 17**

Do you agree that the east side of town, close to the M1, would be the most appropriate location for a park and ride facility?

Yes/No

If no, what alternative would you recommend? (Please see questionnaire)

**The road network**

Car use will remain an important mode of transport. Providing suitable improvements to the road network will be key in enhancing the accessibility and economic vitality of Maylands and the town more widely. Moreover, if there was any additional housing expansion to the east of the town then improvements to the wider road network would be required.

The current scope of the AAP will be to carry forward some of the recommendations made by the

Urban Transport Plan and the Maylands Masterplan for improvements to the road network.

**The road hierarchy**

The road hierarchy through Maylands is not clearly defined. The Masterplan and Hemel Hempstead Urban Transport plan (2009) recommends that HGVs should be separated at the Green Lane/A414 junction from other traffic travelling into the business-park and use the North East relief road route (see below). The AAP will seek to bring this recommendation forward.

**Accessing Maylands**

One proposal being explored would see an additional entry into Maylands via the Gateway. The suggested road would extend north from a new roundabout on the A414 and link westwards to a junction with Maylands Avenue. Its primary function would be to serve the Gateway and also relieve the Breakspear Way / Maylands Avenue junction on the A414. The link could also enable a potential connection to be made with Buncefield Lane / Boundary Way to the north, if needed.

This option is likely to involve wider roundabout remodelling along this stretch of the A414. Together these are likely to have a significant impact on the traffic movements along a key route into Maylands and consequently needs careful consideration.

We are working with Hertfordshire County Council (as Highways

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Authority) to understand the implications of such proposals.

### **QUESTION 18**

Do you support this approach to improving the road network?

Yes/No

If no, what alternative would you put forward to address the issues we have outlined? (Please see questionnaire)

## **Parking**

As well as promoting a park and ride facility and improving strategic passenger transport we are looking to manage parking provision within Maylands. Currently the vast majority of Maylands, including the Gateway fall within accessibility zone 4. This means that much of Maylands enjoys maximum car parking standards (75-100% of maximum demand-based standard<sup>9</sup>). In addition much of what would be 'the Face of Maylands' and 'the Heart of Maylands' fall within accessibility zone 3 where the parking restrictions are slightly tighter (50-75% of maximum demand-based standard). Continuing to provide this level of parking in the Maylands area would clearly undermine our aspirations to encourage people to travel in a more sustainable way. We would therefore be seeking to impose stronger car parking restrictions within the Maylands Employment Area. This is unlikely to be a blanket approach, as we would need to respond to the needs of the

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<sup>9</sup> More information on car parking and accessibility zones can be found in Appendix 5 of Dacorum's Local Plan.

different character areas. One part of Maylands may justify tighter restrictions than others.

Another option may be to provide one or two main locations within Maylands for car parking.

The Maylands Masterplan and Hemel Hempstead Urban Transport Plan (2009) discuss the need for additional parking for Heavy Goods Vehicles within the business area. The AAP supports this and seeks to find a suitable location, probably within the Engine Room.

### **QUESTION 19**

Do you support the review of accessibility zones within Maylands?

Yes/No

Please give your reasons. (Please see questionnaire)

### **QUESTION 20**

Do you support the principle of providing separate parking areas in Maylands for HGVs and cars?

Yes/No

Please give your reasons. (Please see questionnaire)

## **North East Hemel Hempstead relief road**

The potential for a north east relief road has been identified as a major opportunity to tackle congestion in this part of town, as well as meet the traffic demands generated from the development of Spencer's Park and housing proposal site H18. The

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consideration of Spencer's Park for residential development does not remove the need for this route.

The proposal first emerged in the 1970s and it has been carried forward into Development Plans for Dacorum and St. Albans. It also features in the current Hemel Hempstead Urban Transport Plan.

The exact type of road and its location will be influenced by a number of factors including the Buncefield Oil Depot as certain types of road are not permitted near the site.

#### **QUESTION 21**

Do you support the proposal to continue developing options for the North East Hemel Hempstead relief road?

Yes/No

If no, what alternative would you suggest to tackling the problems affecting the area? (Please see questionnaire)

### **Green Energy Centre**

For Maylands to emerge as the green business centre that we foresee, the question of where we get our energy from needs to be tackled. Currently Maylands emits approximately 30,220 tonnes of carbon dioxide per annum. Reducing this is a priority, not only because of the need to reduce our carbon footprint but to also address concerns around future energy security.

The Masterplan seeks to develop a dedicated energy centre where renewable sources of energy can

be generated and utilised by the Maylands Business Area. The Council is participating in a regional project, led by Renewables East to establish a business case to develop a facility and deliver a scheme to the market.

If successful in bringing forward the green energy centre, Maylands will emerge as an exemplar for renewable energy production, driving forward the regeneration of the area by providing the platform for the development of green-based industries. The site will potentially have the ability to power all new developments in the Maylands Gateway and preferably beyond, improving energy security, managing costs and reducing carbon dioxide emissions. These benefits mean that the energy centre represents a major attraction for businesses looking for a new location.

The Phase 1 Low Carbon Development Strategy (February 2009) compiled by Renewables East suggests that the best opportunity would be to develop a 5MWe Combined Heat and Power (CHP) centre served by biomass. The opportunity does also exist for some wind turbines in the area as well as scope for solar panels. The viability of wind and solar options would need to be investigated in more detail.

The report highlights a potential location for the CHP centre to the east of Buncefield (between to the M1) with the possibility of a wind farm to the north east of Maylands. This is of course subject to the advice of the HSE. Although the AAP will carry forward the broad recommendations of the report we

will need to remain flexible when establishing the exact location of the facility. There are also a number of uncertainties surrounding the size of the facility and the amount of land needed to accommodate this. Early indications point to approximately 3-4ha being needed. Although this will become clearer as we progress the AAP we need to remain flexible at the moment.

It is vital that any new facility is capable of serving both businesses and houses in the area.

#### **QUESTION 22**

Do you support a Green Energy Centre for use by the business community and others in Maylands?

Yes/No

If no, please give your reasons.  
(Please see questionnaire)

#### **QUESTION 23**

Which of the following options do you think is the most appropriate location for a Green Energy Centre?

Option 1: Land to the east of Buncefield.

Option 2: Land south of Boundary Way (as indicated in the Maylands Masterplan).

Option 3: A site within the Buncefield oil depot.

Option 4: No preference

Option 5: Other location (please specify)

Do you have any other comments?  
(Please see questionnaire)

### **Green Space**

Hemel Hempstead has a satisfactory provision of amenity green and natural green spaces which was ingrained into the neighbourhood concept that the town is based on. However, the Maylands Employment Area is largely industrial in nature and as such there is very little green space of any quality and value. We need to recognise the role of green spaces particularly as they act as a buffer to developments in surrounding areas, as well as providing amenities to the local community.

The Masterplan recognises the deficiency within Maylands and seeks to implement a detailed landscape strategy. It proposes a network of landscaped routes and small pocket parks.

The Maylands Gateway itself contains a variety of green areas including former sports fields, paddocking and a cemetery; although their functions could be better defined. Green space here is located in a very demanding part of town between the A414, Buncefield and the Maylands Business Park. As a result they are difficult to get to, are poorly integrated into the town and as a result are not well used by the surrounding community.

Bringing the Gateway forward would result in the loss of approximately 20 ha of Open Land. However, the Gateway Development Brief proposes a

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'green business park' set in heavily landscaped grounds. This requirement to improve the quality of open space with amenity and conservation value, could transform the bland landscape into highly valued green corridor permeating the newly created business-park.

## The Green Network

If any significant housing growth is suggested for this part of the town then we would need to take a broader approach to increasing the provision of a range of green spaces. Any new open space would need to link into the existing fabric of the green networks in this part of Hemel Hempstead e. g. the Nickey Line. Buncefield Lane could also be a green corridor despite its proximity to the Oil Depot.

### QUESTION 24

Do you support the approach taken by the AAP with regard to green space?

Yes/No

If no, what recommendations would you make? (Please see questionnaire)

## 7. Preparing the Gateway

Currently the Gateway is designated as Open Land (Policy 116) in the Dacorum Local Plan. Open land is protected from building and other inappropriate development in conjunction with Policy 9. This protection also applies to the lawful uses that are currently within the Gateway.

To bring the Gateway land forward we need to address these issues in a comprehensive and co-ordinated way. This essentially means that we would be looking to remove the open land designation currently covering the Gateway and look to re-provide for the uses that currently exist here.

It is important at this stage to reaffirm the AAP's commitment to deliver high quality green space within Maylands and is central to Maylands emerging as a green business park.

## Breakspear Way Caravan Club Site

The Caravan Club site is located just off Buncefield Lane on the southern side of the Gateway. It provides a stopover for caravans in transit and a base for tourists wishing to visit local attractions. The site is relatively small and its hinterland is becoming more urban. As part of the AAP we would be seeking to confirm the future of the site. In essence it is either closure or relocation.

Should the Caravan Club wish to remain in Hemel Hempstead there are two broad options:

Option 1: Relocation to the east of the town

Option 2: Off Bedmond Road (Bunkers Park)

### QUESTION 25a

Do you prefer relocation option 1?

Yes/No

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If no, please give your reasons.  
(Please see questionnaire)

**QUESTION 25b**

Do you prefer relocation option 2?

Yes/No

If no, please give your reasons.  
(Please see questionnaire)

**QUESTION 25c**

Do you prefer closure (Option 3)?

Yes/No

If no, please give your reasons.  
(Please see questionnaire)

**Caravan Storage Site**

The Council operates a caravan storage site just off Boundary Way in the northern part of the Gateway. The site accommodates approximately 450 caravans during the year. It is a well used and secure storage site for those wishing to utilise it.

In order to maximise the employment and development opportunities in the Gateway land this use could be relocated close to Buncefield (because it is a storage use) possibly as part of an expansion of Maylands to the east.

**QUESTION 26**

Do you support the relocation of the caravan storage site to the east of Buncefield?

Yes/No

If no, what alternative location would you put forward? (Please see questionnaire)

**Cemetery**

Woodwells cemetery is currently located in the middle of the Maylands Gateway. It accommodates approximately 300-400 burials per year and although there is a small area available for the short term additional space will be needed in the next 3-4 years. The existing Local Plan does allocate a parcel of land to the east of the cemetery for future extension. Although there is no doubt that the cemetery will remain where it is, we need to think carefully about the most appropriate way of providing additional burial space in the future. The AAP gives us the opportunity to do this.

The key issue for the Council is whether the Gateway, given its development opportunities for new employment land, is really the best place for long term burial space. The cemetery will be adjacent to The Gateway and its continued operation for burials is likely to sit uncomfortably in these surroundings.

As part of a long-term strategy to meet future burial demands we need to explore options to provide for a new cemetery elsewhere around the town. The provision of a new site would mean that the proposed expansion of Woodwells cemetery would no longer be required.

The existing cemetery would make an important contribution to the provision of open space in the

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Maylands gateway. It could provide an important resource for people as a place of amenity and reflection and as an important ecological habitat.

There are a variety of factors that need to be considered when planning a new cemetery, not least of which is the wider management of all municipal cemeteries around the Borough.

The most appropriate option would be to look for a site in the Green Belt, where cemeteries are considered compatible uses.

#### **QUESTION 27**

Do you support our approach for providing additional burial space around the town?

Yes/No

Please give your reasons. (Please see questionnaire)

### **Child Care Nursery**

Providing the opportunity for parents to return to work is key to continued economic prosperity and well being. To do this, parents need key facilities such as nurseries to be provided in convenient locations.

The Gateway development is likely to reinforce Maylands' role as a key investment location. For this to happen there needs to be the right facilities in the right location for the day time population.

The AAP will respond to this by seeking to relocate the nursery away from its setting next to the Caravan Storage site and the

Buncefield Oil depot and closer to the Gateway itself.

#### **QUESTION 28**

Do you support the principle of relocating the nursery further away from Buncefield towards the Gateway on Maylands Avenue?

Yes/No

If no, what would you suggest as a better location? (Please see questionnaire)

## **8. Other Proposals**

### **Town Stadium**

The Council is keen to ensure that an adequate level of sports facilities exists in the Borough to meet the expected needs of the growing population. It is also keen to respond to the aspirations of the town's sporting clubs. In particular, Hemel Hempstead Town Football Club is seeking to relocate and has expressed ambitions to develop a new stadium.

Consultants PMP have been commissioned to assess the feasibility of a town stadium complex in Hemel Hempstead<sup>10</sup>. Their report indicates that a town stadium complex is viable in Hemel Hempstead. The facility could provide a stadium of approximately 5,000 capacity as well as a range of other sporting facilities for use by the wider community. In addition PMP have indicated that there could be some scope for a range of commercial and employment uses

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<sup>10</sup> Town Stadium Complex at Hemel Hempstead: Phase 1 feasibility Study

which would be linked to the facility.

The stadium complex would very much be a 'sporting hub' for the town and provide excellent compensation for the loss of sports facilities at the Lucas Sports ground (which will become part of Maylands Gateway).

The study has also assessed possible location. The favoured area is indicated on the eastern side of town close to the A14 and M1.

Further feasibility work is to be undertaken shortly to assess the exact nature of the complex and assess the most appropriate way of delivering it.

#### **QUESTION 29**

Do you support the principle of the town stadium complex?

Yes/No

Please give your reasons. (Please see questionnaire)

#### **QUESTION 30**

Do you agree with the recommended broad location for the facility?

Yes/No

If no, where would you suggest the stadium facility should be relocated? (Please see questionnaire)

### **Cupid Green Depot**

The need to reduce landfill requirements and to accommodate

more homes in the borough until 2031 requires us to think holistically about the waste and recycling services that the Council delivers to the community.

The current Council service depot at Cupid Green is surrounded by a variety of uses meaning that there is little room for future expansion. Options to intensify the operations within the existing site are also limited given that:

- access into the site from Redbourn Road is difficult by large refuse vehicles; and
- the existing site is close to housing and causes some nuisance to adjoining properties.

Cupid Green Depot may not physically have the capacity to service the additional homes earmarked for the town. Therefore, we need to think about relocating the depot to an area that is bigger, can allow for expansion and is in a setting that is more compatible with the type of operations being undertaken at the depot.

One possible location would be on the extended employment area to the east of Buncefield. There is scope for the waste recycling facility to coexist with the green energy centre, providing a source of energy for the biomass facility. This is an opportunity for the renewable energy industry to grow in Dacorum and is a key thrust of the AAP.

#### **QUESTION 31**

Do you support the option to relocate Cupid Green Depot?



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Yes/No

If no, please give your reasons.  
(Please see questionnaire)

## 9. Developer contributions

Our aspirations for East Hemel Hempstead propose a significant amount of development taking place. There will need to be a wide range of infrastructure provided to support the development. For example in transport, energy, water and other facilities. It is essential that the AAP considers how appropriate infrastructure is secured and how any impact on existing infrastructure is mitigated.

This may require a general policy or specific proposals for particular key development areas (e.g. the Gateway).

Dacorum Council is currently in the process of formulating a specific Supplementary Planning Document on Developer Contributions that will cover a variety of different needs. East Hemel Hempstead may require specific guidance that reflects the nature of development being proposed here as opposed to development proposals elsewhere in Dacorum.

### QUESTION 32

What specific items of infrastructure in the Maylands area do you think we should request developer contributions for?

Yes/No

Please list. (Please see questionnaire)

## 10. Other issues

As we mentioned at the beginning of this paper, whilst we are seeking your views on these issues, we accept that this is not an exhaustive list. These are meant to be a starting point for further discussion.

We would like to know if there are any significant issues or options that we have overlooked in the document.

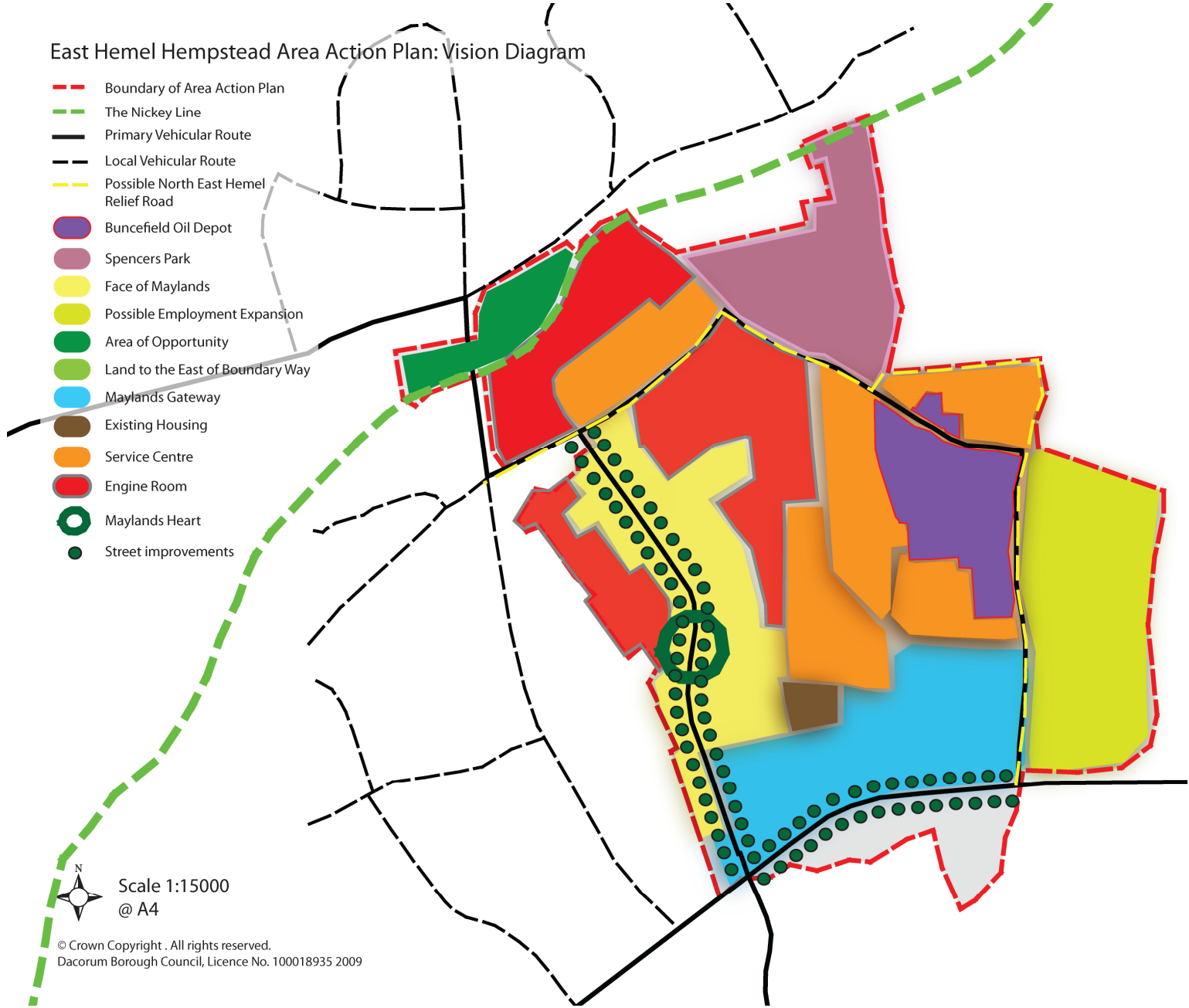
### QUESTION 33

Are there any other key planning issues or options relevant to East Hemel Hempstead?

Yes/No

Please list. (Please see questionnaire)

**Figure 5. Maylands Character Areas**



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## 11. Next Steps

### How do I make my comments?

Comments should be sent to the Spatial Planning Team at Dacorum Borough Council using the questionnaire that is available. Where possible we would appreciate comments being submitted online using Dacorum Council's specially designed webpage, but comments can also be posted, faxed or emailed.

The questionnaire is available from the Civic Centre Hemel Hempstead and at libraries across the borough.

#### Online:

[www.dacorum.gov.uk/planning](http://www.dacorum.gov.uk/planning).

**By post: Spatial Planning Team  
Planning and  
Regeneration  
Dacorum Borough  
Council  
Civic Centre  
Marlowes  
Hemel Hempstead  
Hertfordshire  
HP1 1HH**

**By fax: 01442 228771**

#### By email:

[spatial.planning@dacorum.gov.uk](mailto:spatial.planning@dacorum.gov.uk)

Responses must be received no later than Friday 28 August 2009.

All comments will be publicly available and shared with St Albans Council. Therefore please do not send any comments direct to St Albans Council.

A separate sustainability report has been prepared on an independent basis by consultants C4S. This document appraises the environmental, social and economic implications of each option. Your comments on this sustainability appraisal report are welcome. They can be sent either by post, fax or email (details above).

### What happens next?

The results of this consultation, together with the content of the independent sustainability appraisal and other technical work will assist the Councils' in establishing the most appropriate planning framework for the area. There will be further consultation before the Councils produce the final Area Action Plan for East Hemel Hempstead in Spring 2011 (**known as a Pre-submission document**).

This draft document will be subject to further consultation and then assessed by an independent planning Inspector, before it is finally agreed. This is expected to be in April 2012.

### Any questions?

If you have any questions regarding any of the issues raised in this document, please contact the Spatial Planning Team on 01442 228660. If you wish to speak to the Planning Policy Team at St Albans Council, they can be contacted on 01727 819451.