

## 2. CHAPTER 2: HOUSING

### 2.1 Selecting Housing Sites and Unimplemented Local Plan Housing Proposal Sites

Only 14.5% of respondents agreed that the Council should not carry all the existing unimplemented housing proposal sites forward, with 53.7% feeling that 'yes' the Council should do this and 31.8% not expressing a view.

Reasons for not carrying forward unimplemented housing proposal sites are shown in the appendices. As will be noted from the information, a number of respondents identified specific map locations in the areas where they would not wish to see site proposals being carried forward.

### 2.2 Urban Capacity Sites

Just over two thirds of all respondents, (68.6%), thought there should be no exclusions to sites carried forward in the Urban Capacity Study. 5.9% thought that there should be and 25.5% did not express a view. Some reasons given for the response were the same as those previously given at other questions and have not been repeated here.

- **Question 9: - Exclusions to site carried forward**
- *Apsley & Leverstock Green are very congested with traffic on narrow roads, I do not know any other sites.*
- *Area on common land, rural areas and conservation areas*
- *AW5 AW8 AW30 HHC47*
- *BE7 BC10*
- *BOV 3 Church Street, all High Street sites*
- *Boxmoor and Hammerfield*
- *Insufficient school, hospital, green space. Too much congestion, density of housing too great.*
- *Jarman Fields- not enough play areas as it is!*
- *No additional plans to increase the provisional services have been made (i.e hospital, GP, sewage, gas, schools and general practitioners, parking in town centre and road capacity)*
- *Not losing schools and building more housing with few school places. Children having to travel further to schools and more congestion on the roads*
- *School row, ref CH24, should not be used, must be other places*
- *Towns should not encroach on smaller surrounding villages*
- *Traveller's site - not close to other residential homes or business premises for security reasons.*

46.7% of respondents agreed that the Council should specifically identify new housing sites which have the potential to accommodate 10 or more units. 40% of respondents disagreed with this and 13.3% did not respond to the question.

## 2.3 New Sites

11.4% of respondents identified new sites for consideration, with 57.6% saying 'no' and 31% failing to answer the question. Suggestions here included all potential sites being considered, brown field sites only, sites that offer the opportunity to build affordable housing, as well as specific named sites. Kodak site was mentioned by several respondents for flats and sites at Bovingdon were also mentioned.

- Question 11: New Sites Supported**
- Affordable housing
  - All sites within Hemel Hempstead boundary. Otherwise developments should be small and only brown infill. Large villages need to be protected as do village amenities.
  - Any that are brown field not green field
  - AW5, BEN12
  - Be/h2 Be/f1 be/h8 Be/h1 Be/h5 Be/h6
  - Between Leverstock Green & M1
  - Bourne End
  - Bovingdon airfield to Bourne end
  - Bovingdon Prison and airfield
  - Box 20,22,8 CH23 GH52 NM10 LG40 NM13 NM14 TC10 TE9 TL08 TW19
  - H/L1, H/L32, H/L45, H/L48, H/L62, H/L72, H/L11, H/L12, H/L15, H/L17, H/L18, H/L34, H/L53, H/L60, H/L61
  - Hemel Hempstead
  - KL/H4 KL/L2 KL/HH1
  - Land alongside Jarman Field earmarked at one time for a hotel
  - Land beside M1, Breakspear Way
  - Manor estate Apsley
  - Marchmont farm: Breakspear Way
  - Marlowes
  - Nash Mills - All. Gas board site, London Road. Former Kodak Tower. The Schools - all.
  - No preference on my part. Decision needs to be on a basis of suitable schools, doctors, local services and amenities being available
  - Not as they are now - e.g. Wilstone - houses built to help locals as tenancy and buy builds were sold as new houses that helped no locals and would not have been agreed with had we known
  - Only Brownfield sites
  - Only if for affordable housing
  - The 'demand' from central government for increased housing is so great that the current policy should be reconsidered
  - The land beside Tesco it has been 10 years vacant but not put to any use
  - The waste land that was the Texaco garage by Hemel's magic roundabout. Some development of waste land at Jarmans fields but not to the detriment of the wildlife. The Kodak building would make ideal flats

Nearly three quarters of all respondents, (72.9%), agreed with the suggested approach to prioritising new sites, with 9.8% disagreeing and 17.3% not expressing a view on this. If respondents did not agree with the suggested approach they were asked to comment as to why this was.

Comments made included the requirement for infrastructure, the need to protect Greenfield sites, that the approach 'excludes small pockets of land' and others simply disagreeing that there should be a priority

system. Twelve respondents who said that they disagreed with the suggested approach to prioritising did not give a reason for this.

- **Question 12: Why disagree with suggest approach**
- *Brownfield have community and employment potential; must be considered with housing demand. If all brownfield sites turned into housing then social infrastructure outlets and employment opportunities are diminished*
- *Disagree with giving priority*
- *Greenfield School should not even be entertained*
- *I think building should not go onto the Green Belt at all*
- *Insufficient infrastructure*
- *It excludes small pockets of usable land*
- *More housing will not necessarily improve environment or provide affordable housing. Increase traffic and pollution*
- *Must keep the greenfields*
- *New sites not appropriate*
- *The infrastructure i.e hospitals, police, schools is fully stretched now, get this right first*
- *We cannot keep building houses in this area without supplying all the back up i.e. schools being closed, hospitals closing A&E not enough water. There seems to be no consideration for these at all*
- *We should not be looking at new sites. Who has agreed we need more houses? If a decision has been made by whom? Plus is it legal?*
- *You build new houses but Hemel is losing the hospital in the near future I think that is daft*

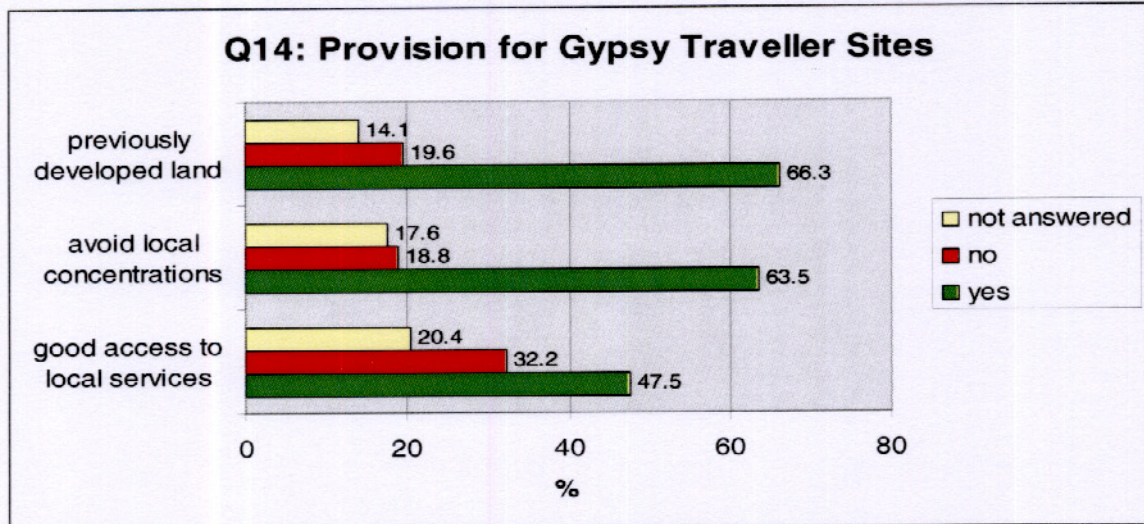
## 2.4 Greenfield Sites and Other Sites

When asked if there were any further sites that should be considered twelve respondents said that there were, although not all of these gave a description. Again respondents felt that the use of brownfield sites should be considered prior to considering any other sites, with respondents mentioning Jarmans Field, Lucas Aerospace and Bovingdon airfield.

- **Question 13: Any other sites that should be considered?**
- *Before building more houses use the existing 'boarded up' properties, e.g. large building on crossroads of Langdon Street, Western Road, Tring - loads of potential flats going into waste*
- *Bovingdon airfield to Bourne end*
- *Brownfield Only*
- *Fields opening direct onto A41*
- *Jarman field*
- *Sites currently occupied by Nash Mills Methodist Church, Barnacres Road, Cupid Green Methodist Church, St Agnellis Lane, Hemel Hempstead Methodist Church, Northridge Way*
- *The Lucas Aerospace site should be for a new hospital, old hospital site should become police courts and mental health, GP, Clinic easing up town centre for a complete makeover.*
- *The manor estate, Apsley up to by-pass; The area south and west of Tring station towards Pendelbury; The southern fringe of Kings Langley*
- *Tring*

## 2.5 Gypsy and Traveller Sites

Over 60% of respondents agreed that new provision of gypsy and traveller sites should be located in order to avoid local concentrations, (63.5%); and on previously developed land in preference to greenfield sites, (66.3%). However only 47.5% of respondents agreed that such sites should be located with good access to local services.



Reasons given for this disagreement are shown on the following pages. However, many of the reasons related to not wanting to provide sites at all for gypsies and travellers or to there already being sufficient sites available in the view of the respondents.

When asked which of the listed settlements would be unsuitable for locating gypsy and traveller sites 42.7% of respondents did not indicate one.

	Area	Area								Total	
		Tring		Berkhamsted		Rural		Hemel Hempstead		Cases	Col Response %
		Cases	Col Response %	Cases	Col Response %	Cases	Col Response %	Cases	Col Response %		
Q15: Following sites unsuitable?	Hemel Hempstead	8	21.6%	10	25.0%	18	34.6%	57	45.2%	93	36.5%
	Berkhamsted	16	43.2%	22	55.0%	23	44.2%	39	31.0%	100	39.2%
	Tring	26	70.3%	17	42.5%	20	38.5%	35	27.8%	98	38.4%
	Bovingdon	10	27.0%	14	35.0%	24	46.2%	35	27.8%	83	32.5%
	Kings Langley	11	29.7%	14	35.0%	23	44.2%	38	30.2%	86	33.7%
	Markyate	9	24.3%	14	35.0%	21	40.4%	36	28.6%	80	31.4%
	(none given)	11	29.7%	17	42.5%	18	34.6%	63	50.0%	109	42.7%

However, it was noticeable that for each location respondents who live in that location were more likely to say it was unsuitable. .e.g. 70.3% of respondents who live in Tring consider Tring to be unsuitable compared to 38.4% of the

overall sample. The reasons given for believing the sites to be unsuitable are broadly similar to the responses to previous questions relating to these sites.

When asked if Hemel Hempstead is proposed for an area of growth in the East of England Plan, should the Council consider options for gypsy and traveller sites in the new development area(s); 58.4% of respondents felt that they should NOT do this. 30.2% said that they should and 11.4% did not express an opinion.

16.1% of respondents said that there were particular sites or locations they considered to be suitable for gypsy and traveller sites. However, twelve respondents did not actually state an area of Dacorum when describing the sites. Six respondents mentioned Bovingdon airfield and three mentioned the Buncefield site.

- **Question 17: Particular sites for gypsy traveller sites**
- *Adjacent to motorway service stations*
- *Away from normal housing e.g. countryside outside a village*
- *Between Hemel and estate, and Rebborn Village*
- *Buncefield if decommissioned/developed*
- *Bovingdon airfield and prison Hemel Hempstead industrial sites ( In close proximity to M1)*
- *Bovingdon airfield x 5*
- *Bovingdon market area maybe*
- *Cherry tree lane expand existing site*
- *Green Sites*
- *Hemel Hempstead*
- *Hokmere end, Cupid Green Lane, Anywhere in Hemel*
- *Hospital site?*
- *If they have provision use the waste site at Buncefield*
- *In between towns and villages, so any anti social behaviour does not directly affect communities*
- *Increase that which exists, with de-built of industrial estate in progress now is ideal causing less disruption*
- *Industrial area M1 side of Hemel, toward Luton*
- *Land near M1 as if they are only travelling through the area then it's easily accessible for them and it would be a land where other people wouldn't want to permanently live due to noise levels.*
- *Near motorways, easy access for travellers*
- *Old gas works Apsley/Boxmoor no neighbours*
- *On the outskirts of commercial areas*
- *Other side of Buncefield*
- *Smaller units and for settled communities*
- *The Cow Roast*

### 3. CHAPTER 3: EMPLOYMENT

#### 3.1 Employment Area Boundaries

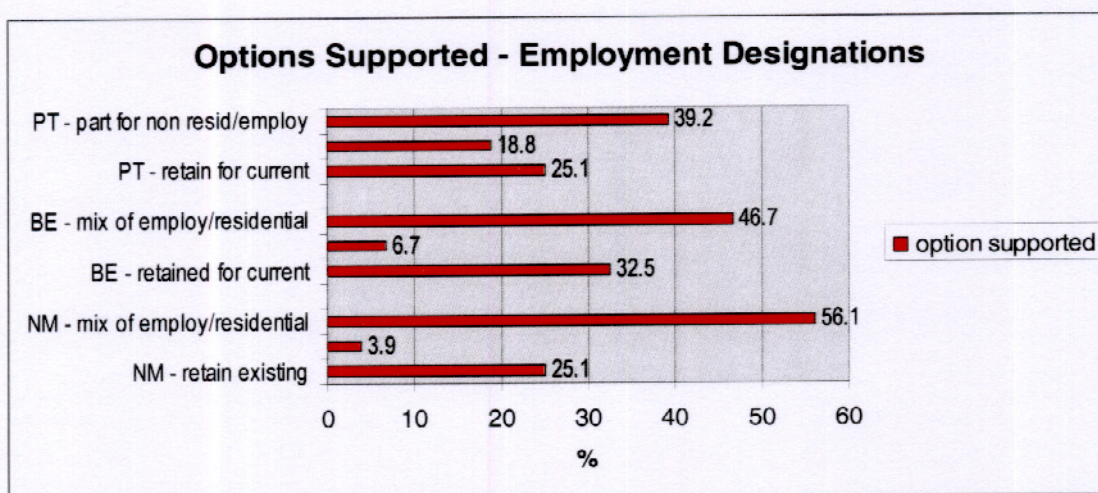
When asked should any changes be made to the detailed boundaries of the existing General Employment Areas 12.9% of respondents felt that there should be. 57.6% said that there should not be changes and 29.4% failed to answer the question.

- **Question 18: Changes to boundaries – General Employment Areas**
- *A heavier approach to employment area boundaries will produce a more compact solution to encourage easier management & dynamically related expansion*
- *Flexibility is the key, should be prepared to construct changes if the merits of the opportunity are significant*
- *All locations require better planning for transportation*
- *Any change to produce more jobs*
- *Apart from Maylands other sites stated could support both industrial & residential use*
- *As there is plenty of employment areas in the town*
- *Bourne End Mills*
- *Care should be taken with the Miswell Lane, Tring Site. Any increase in traffic volume at the junction of Miswell Lane and Icknield Way could cause major problems*
- *Contingencies only to be considered individually as and when needed*
- *Develop the many cards area where possible Lucas old site for example*
- *Employment is too varied and you cannot dictate where people work*
- *Enough employment areas already*
- *Existing employment areas are adequate for industrial/commercial development*
- *Extend them substantially*
- *I am against the separation of employment and residential areas, integrating will make richer environments and communities*
- *If land is unused use it for housing*
- *If new housing is being planned for HH we need more jobs for the extra housing*
- *Maximise use of existing space before using Greenfield sites*
- *Maylands since fuel explosion lot of firms pull out - left a lot of spare land for development*
- *Needs to be reconsidered if Buncefield recommendations reduce overall area available currently at Maylands*
- *Reasonable adaptation of rounding off acceptable, strong awareness of space for safety*
- *Re-development of existing areas not increase*
- *Some mixed blocks of apartments should be in general employment areas as we no longer have heavy engineering, this could be across the board. This encouraging local travel without car or buses.*
- *The industrial area i.e. Maylands H12 Avenue and surrounding Roads should be moved away from Buncefield H38*
- *There appear to be empty premises in existing areas*
- *There are already enough boarded up businesses within the existing boundaries*
- *There is a lot of traffic congestion around J8 of M1 and Maylands Avenue, so it would be good to look at possible sites on the west side of Hemel (perhaps off A41) so traffic would travel in opposite direction*
- *There seems to be a sufficient number of buildings being pulled down and rebuilt in the Maylands area, which stand empty, to be used up before considering extending areas!*
- *To bring more employment to the town*
- *Unemployment is high in our area, allowing for the Buncefield affect*
- *Use existing site more effectively*
- *We should encourage anything that's helping to get more jobs in the area*
- *We should have more local employment to reduce the need for community*
- *We should monitor these areas so that we can assess populated areas and grow them appropriately*
- *Where flexibility would make sense*

### 3.2 Types of Employment Designations

Respondents were asked about their support for options for the Nash Mills General Employment Area, the Bourne End Mills site; and the Paper Trail site.

The most popular option for the Nash Mills area was that of Option 3, 'redesignation for a mix of employment and residential uses', for Bourne End Mills, Option 3, 'a mix of the current employment use and the site being redeveloped for residential use'; and for the Paper Trail site, Option 3, 'allowing the redevelopment of part of the site for non residential / employment purposes'. Details of the responses are shown in the figure below.



(PT = Paper Trail, NM = Nash Mills, BE = Bourne End)

### 3.3 Unimplemented Employment Proposals

When asked which of the options they support for the undeveloped employment land at Miswell Lane, Tring, the most popular option was that of the site being retained for employment use, (36.5%); with 23.5% opting for the site being redesignated for residential use with a new research of land allocated to enable the expansion of the GEA westwards, (23.5%).

Only 14.9% opted for the site being redesignated for residential use and 25.1% failed to answer the question.

### 3.4 Other Potential Employment Sites

When asked if there were any other areas of land that respondents would like the Council to consider designating for employment uses only fourteen respondents gave actual suggestions. (17 said that there were such areas but 3 of these did not make a suggestion).

#### **Question 23: Other areas of land for employment purposes**

- Again off A41 between Hemel and Tring
- Anywhere outside town
- Area by woodwells HH and Lucas Aerospace
- Bovingdon airfield
- Continuation of Ickniel Way, Miswell Lane site towards the roundabout
- Develop Bourne End Mills to full potential, Bovingdon airfield
- Gas board site as I think this land could be very plotted for housing
- Hemel Hempstead- Civic zone area
- Jarmans fields waste ground in Hemel as long as it does not have an adverse affect on the nature area
- Land adjacent to Maylands - redevelopment of unused brown field sites
- Re development at Jarman Park site
- Site by site evaluation at all times to encourage local work of life schemes
- Stag Lane, Berkhamsted
- Why not use Buncefield site
- Would this include reuse of areas in Buncefield which are not yet rebuilt/improved etc since the fire up there?

### 3.5 Conversion of Employment Land to Other Uses

Only 23 people, (6.7% of respondents believed that changes should be made to the boundaries of Gossoms End,(West and East); Ebbens Road Apsley, Western Road Tring or London Road Markyate.

#### **Question 24: Changes to Boundaries**

- Again can Tring station commuters stand more traffic
- All based on merits, fit to locations etc
- All communion as supported in the current local plan
- All except Ebbens Road
- All of the above if some land can remain designated as business use
- As regions for local expansion
- Combine Gossoms End East & West. Develop Ebbens Road
- Ebbens Road, Apsley x 6
- Extended Considerably
- Gossoms could be improved with tasteful development, I suggest a coherent plan might incorporate better road management, shops and amenities.
- Gossoms End - Mixed of residential and employment, this land has been derelict way too long
- Gossoms End site has been a blot on the landscape for many years and needs to be developed
- Gossoms End, West, East. Stag Lane x 3
- If land is not being used, use it for affordable housing
- Tring - this area is fairly draconian and would be better as social housing
- Western Road Tring
- Western Road, Tring its not suitable for employment Land and would be better used as a brownfield site



Eight respondents mentioned changes to Ebburns Road, although one person felt that all should be changed with the exception of Ebburns Road. Five respondents commented on Gossoms End and two made direct observations about Western Road.

### 3.6 Potential Locations for Live/Work Uses

When asked where they considered Live/Work units could successfully be accommodated over two thirds of respondents considered that Maylands Business Area, (67.1%), could successfully do this. 5.1% mentioned other areas and 27.8% did not respond to the question. A number of respondents expressed concerns about siting residential accommodation in an employment site following the Buncefield explosion and others commented that they felt the idea of Live / Work units to be 'flawed'.

		Cases	Col Response
Q25: units accommodate	Maylands Business	171	67.1%
	Other	13	5.1%
	(not	71	27.8%

#### Question 25: Locations for Live/Work Units

- All town/neighbourhood areas
- Apsley Mills and Western Road Tring
- Apsley Mills, Primrose Hill Kings Langley
- Away from Buncefields
- Bourne End x 2
- Decent doctor/nurse quarters at Hemel Hospital at a low cost for students and newly qualified
- Directly off from A41
- Ebburns Road, Paper Mills
- Gossoms End East and West
- Hemel Centre x 2
- Icknield Way
- Jarmans fields, Hemel Hempstead
- Kodak building
- London Road, Markyate
- Nash Mills
- Neighbourhood centres, disused car sales in Fletchers Way
- Probably a number of suitable locations but it depends on the business nature
- Retain for businesses only
- Small business parks without residential areas
- Station Road, Kings Langley
- The undeveloped Miswell land area in Tring (obvious!) The fringes of the current employment areas Ebburns Road
- There is ample spare land around Mayland site
- Too clean in Maylands area
- Try to make it work in Maylands first then apply if successful to other areas