



East Hemel Hempstead Area Action Plan Consultation Report

Summer Consultation: as of June 2009

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1. Introduction

- 1.1 This consultation statement sets out how the Council has involved the community, local businesses and key stakeholders in preparing the East Hemel Hempstead Area Action Plan to date.
- 1.2 The Area Action Plan is a Development Plan Document, which is being prepared to conform with the Core Strategy. The Council initially intended the Area Action Plan to be prepared with St. Albans City and District Council. Both Councils had recorded their intentions in respective Local Development Schemes; both recognising that the AAP could be larger or smaller depending on the need for new neighbourhoods outside Hemel Hempstead. St. Albans Council withdrew from all joint working when a High Court Judgment (July 2009) quashed the policies in the Regional Spatial Strategy which proposed growth at the town.

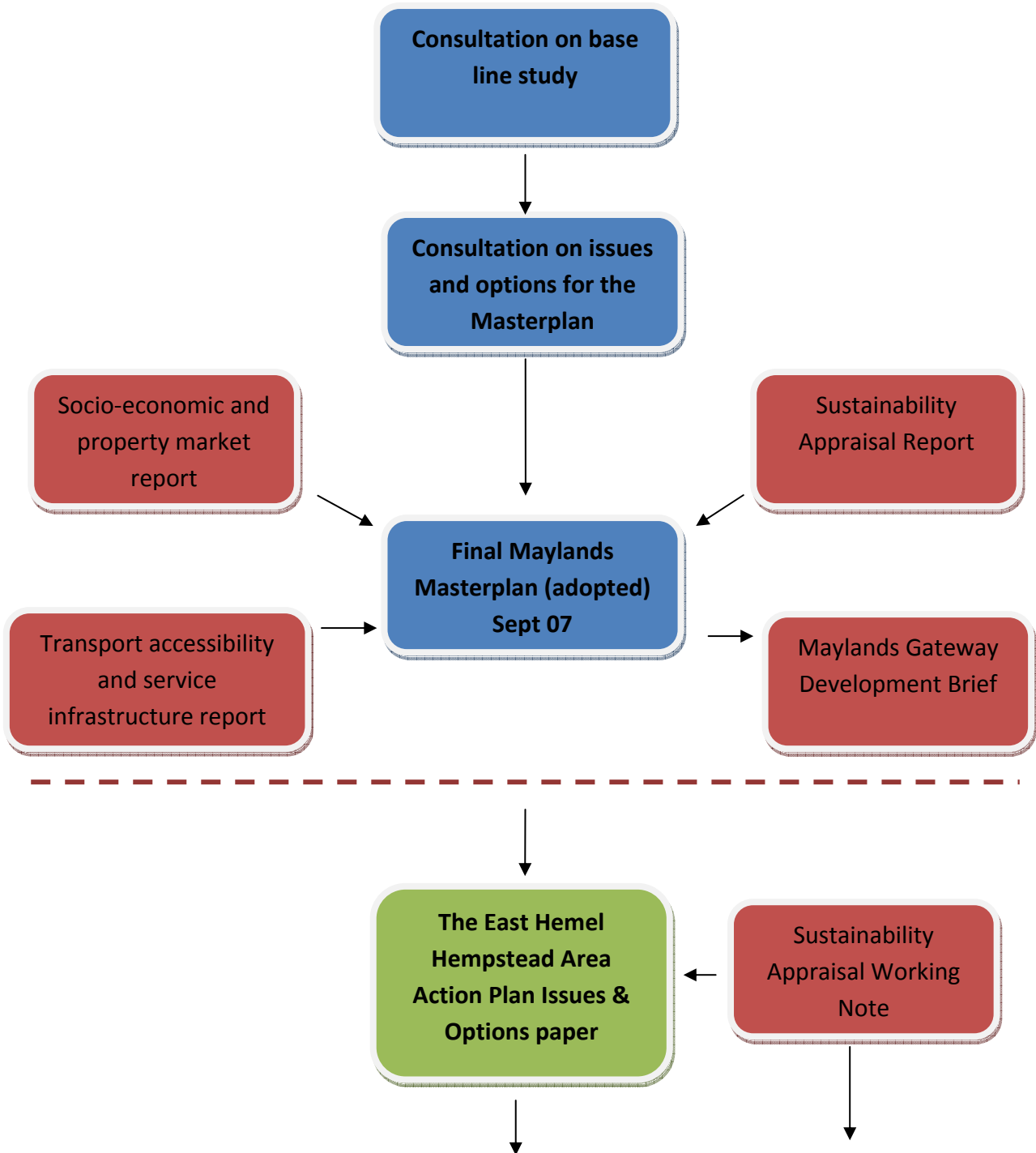
2. Why this document is being prepared

- 2.1 The Council must publish a consultation report when the Area Action Plan is submitted to the Secretary of State. This statement will show how we have involved the community and other stakeholders during the production of the Area Action Plan. It will help the Inspector at the Public Examination to determine whether the plan is in compliance with the regulations for community involvement and the Council's own Statement of Community Involvement, which was adopted on 14 June 2006.

3. The Story so far

- 3.1 The AAP carries forward much of the work done in the Maylands Masterplan. This planning statement was prepared in response to the priorities set out in the Council's Hemel 2020 Vision and to assist recovery and regeneration following the explosion at the Buncefield Oil Terminal. It was adopted in September 2007 after undergoing extensive consultation with local businesses, key stakeholders, organisations as well as the wider community. As a result the Council had already built up a strong consensus on the best planning approach for the area, before commencing the Area Action Plan.

Figure one: relationship between the Masterplan production and the Area Action Plan.



If you are interested in the consultation during the production of the Maylands Masterplan you should refer to the *Report of Community Involvement* which can be made available on request from Dacrom Borough Council.

4. The Issues and Options consultation

Consultation on the East Hemel Hempstead Area Action Plan Issues and Options Paper opened on the 30 June 2009 and closed on the 28 August 2009.

The Issues and Options Paper set out the context for the regeneration and expansion of the Maylands business area.

4.1 Publicity

The Council used a variety of methods to advertise the consultation. These were:

- Direct notification of key stakeholders and representative groups – from 25/6 to 29/6/09
- Press releases in w/c 29/06/09 and 20/07/09
- Statutory notice in the press – w/c 29/6/09 (see Appendix 3)
- Pull out supplement in Dacorum Digest distributed to every household in the borough between 26/6 and 5/7/09 (see Appendix 4)
- Radio interview for Mercury Radio, which was broadcast on 29/6.

Town and parish councils had advance notice from April 2009. Information was sent to town/parish councils and community associations (the former on 10/6 and the latter on 29/6).

All information was available on the Council's website – including headlines on the home page at various times – and at libraries

Officers were available at a 'drop-in' session on the 9 July 2009 to answer any questions before people submitted responses.

Copies of the general questionnaire relating to the consultation can be found in Appendix 5.

5. The Response

5.1 A total of 132 responses were received. The full responses to the public consultation (including organisations, key stakeholders and other businesses) can be found in Appendix 1. In addition we received feedback from the businesses in Maylands during a workshop session held on 9 July 2009. The results of this workshop are attached to Appendix 2.

6. The public response¹

The main issues that were raised during the consultation are as follows. Please note that key organisations have been integrated into this summary but have been recorded separately in Appendix 1.

- Although the broad direction of the AAP is widely supported there are concerns about how key components of the strategy, particularly the Gateway, will be delivered.
- Many agreed that regeneration is needed but many businesses requested that planning policy remain flexible so to respond to market needs and not deter investment in the area. The emphasis should be on securing architecturally exceptional buildings and design.
- Wide ranging physical and transportation improvements are required to attract investment. However, measures to encourage sustainable transportation must not inhibit that investment.
- The Council's approach to transportation (including parking, road improvements and park and ride and how these should be phased) should to be very carefully thought through. The risk is that the measures will be expensive, poorly used and deter investors.
- Although most respondents wanted the tanks at Buncefield rebuilt on the eastern side of the depot, there was no overwhelming consensus. The preference appears to be for option 3 and then 2 and then 1 in that order.
- Although local businesses felt that expanding Maylands to the east is important many members of the public and other stakeholders made it clear that there is a lot of brownfield land in the area that should be used before Green Belt release around the town should be considered.
- Most respondents felt that the area needed more services and facilities. Many felt that this would be critical for the area's long term success.
- Increasing the number of homes in the area received a favourable response. Most felt that more housing would improve the vibrancy and attractiveness of the area, although others felt that it would undermine the area as an employment location.
- Many respondents would prefer to keep the Gypsy and Traveller site as it is.

¹ This includes including organisations, key stakeholders and businesses that did not attend the business workshop.

- Most respondents supported the relocation of the uses on the Gateway. Having said this, the public felt that future burial provision should not be sacrificed for employment aspirations.
- The proposals for green space and a town stadium facility were broadly supported.
- Proposals for a green energy centre were supported. Generally, respondents wanted a site within Buncefield or had no preference.
- Responses to the relocation of Cupid Green Depot were evenly balanced.
- Respondents felt that the following items should be requested as developer contributions: landscaping, green space, transport improvements and the green energy centre amongst others. Many businesses pointed out that contributions should only be requested when they are reasonably related to the proposed development.
- Other issues raised included the need to focus attention/resources on regenerating the town centre and providing a flexible regeneration framework.

The number of those responding to each question is shown below.

Question	Number of Public Responses	
	Yes	No
Q1: Do you think this vision establishes an appropriate tone for East Hemel Hempstead?	73	24
Q2a: Do you prefer (Buncefield development) Option 1: Reinstatement?	21	43
Q2b: Do you prefer (Buncefield development) Option 2: Rationalisation?	28	35
Q2c: Do you prefer Option 3: Relocation?	42	32
Q3: Do you support the principle of the Gateway becoming a high quality office led business park with technology based/green business initiatives?	75	14
Q4: Do you agree with the approach to defining specific character areas?	60	11
Q5: Do you agree with the approach to land to the east of Boundary Way?	50	15
Q6: Do you support the Maylands Business Area extending eastwards towards the M1?	64	18
Q7: Do you support the type of uses proposed for the extended area?	51	21

Q8: Do you agree with this approach (providing homes on the Spencers Park site)?	42	22
Q9a: Do you support Option 1 (Three Cherry Trees Lane Gypsy and Traveller site) – no change?	68	19
Q9b: Do you support Option b (Three Cherry Trees Lane Gypsy and Traveller site) – splitting the site?	4	71
Q9bc: Do you support Option 3 (Three Cherry Trees Lane Gypsy and Traveller site) – relocating the site?	14	64
Q10: Do you support the principle of providing additional residential development within the Maylands Employment Area?	65	19
Q11: Do you agree that the most appropriate location for the majority of housing is on the north-western fringes of Maylands?	48	25
Q12: If the north-western fringes of Maylands are redeveloped for housing, do you accept that the existing commercial uses should be relocated elsewhere?	43	22
Q13: Do you agree that there is a demand for improved facilities and a place for social interaction within Maylands?	71	9
Q14: Do you support the overall direction of the transportation strategy?	64	9
Q15: Do you support our approach to the network of streets and pathways within Maylands?	55	10
Q16: Do you support the principle of providing a park and ride facility to serve Maylands and possibly Hemel Hempstead and St. Albans more widely?	70	9
Q17: 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?	58	12
Q18: Do you support the approach to improving the road network?	55	7
Q19: Do you support the review of accessibility zones within Maylands?	46	9
Q20: Do you support the principle of providing separate parking areas in Maylands for HGVs and cars?	59	7
Q21: Do you support the proposal to continue developing options for the North East Hemel Hempstead relief road?	39	21
Q22: Do you support a Green Energy Centre for use by the business community and others in Maylands?	70	7
Q23: 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	5	

Option 2: Land south of Boundary Way	7	
Option 3: A site within the Buncefield Oil Depot	25	
Option 4: No preference	29	
Option 5: Other location	2	
Q24: Do you support the approach taken by the AAP with regard to green space?	60	6
Q25a: Do you prefer relocation Option 1 (relocate caravan club to the east of Hemel Hempstead)?	24	18
Q25b: Do you prefer relocation Option 2 (relocate caravan club off Bedmond Road)?	8	27
Q25c: Do you prefer closure of the caravan club?	12	29
Q26: Do you support the relocation of the caravan storage site to the east of Buncefield?	29	19
Q27: Do you support our approach for providing additional burial space around the town?	42	19
Q28: Do you support the principle of relocating the nursery further away from Buncefield towards the Gateway on Maylands Avenue?	47	12
Q29: Do you support the principle of the town stadium complex?	52	15
Q30: Do you agree with the recommended broad location for the stadium facility?	47	12
Q31: Do you support the option to relocate the Cupid Green Depot?	32	26
Q32: What specific items of infrastructure in the Maylands area do you think we should request developer contributions for?	27	7
Q33: Are there any other key planning issues or options relevant to East Hemel Hempstead?	37	3

6.1 Sustainability Appraisal Working Note

The Environment Agency have suggested some alterations be made to the wording of some of the objectives of the Sustainability Appraisal. These have been reported in Appendix 1.

7. The business workshop

The attendees represent the interests of the wider business community in Maylands. Many are actively involved in Maylands projects with many sitting on the Maylands Partnership Board.

The attendees were broken up into small groups and assigned a facilitator who asked a number of questions on the AAP.

The following key points were raised:

- Some aspects of the AAP are very aspirational (such as the Gateway) and possibly very difficult to deliver in reality. Some proposals do not echo current market conditions/demands and the AAP may need to temper expectations in the short term.
- The expansion of Maylands into the Gateway and to the east of Green Lane is broadly supported.
- The area needs significant improvements to the road network and the physical appearance of Maylands.
- Option 3 for Buncefield was preferred.
- The relocation of the uses currently occupying the Gateway was supported.
- There is a need for more homes in Maylands. However, there needs to be adequate employment land provision. 500 units may not be enough to support shops and services in Maylands or increase overall vibrancy.
- There is unanimous support for the Heart of Maylands.
- Improving the quantity and quality of green space in Maylands.
- The town stadium is also seen as a very important proposal that will potentially act as a key attraction to the town.
- The area needs long standing investment to tackle congestion. The measures put forward were supported but these must not stifle investment. A high quality park and ride facility, the integration of bus services and improvements to the railway station where all considered to be needed.
- Developer contributions should be sought for road improvements and improved security.

Appendix 1 - Summary of public, organisation and key stakeholder responses

QUESTION 1

Do you think this vision establishes an appropriate tone for East Hemel Hempstead?	
<p>97 responses received</p> <p>Yes - 73 responses</p> <p>No - 24 responses</p>	
Response	Actions
<p><i>Respondents that answered 'yes' gave the following comments:</i></p> <ul style="list-style-type: none"> • It is vital for the town that this area is business led. • Where is the investment coming from particularly in the midst of recession and an era of "credit crunch"? • The additional requirement for homes will place even greater pressure on the things that have been closed or down graded; i.e. closure of local schools, downgrading of hospital. • Public transport must be compelled to improve and keep pace with development. • The roads cannot take more development. • To balance the residential to employment ratio and community facilities and services, there also needs to be significant residential development, not just within the AAP area, but also to the east of the AAP area. • It needs to reflect the diversity of the different character sites in the area: there is more to Maylands. • If planning policy is too restrictive or slow this will prevent development from coming forward which meets the market's needs. <p><i>Respondents that answered 'no' gave the following</i></p>	

comments:

- Upkeep existing properties first.
- New housing is not considered appropriate at this location. It is therefore recommended that the draft AAP excludes reference to the option of residential development throughout the consultation document for the above reasons. It ensures the AAP is compliant with national policy contained in PPS4 and regional and sub-regional policy which encourages this area as a regional economic hub.

Comments from Key Organisations:

- East of England Regional Assembly. The Council's approach to sustainable development is supported.
- Hertfordshire County Council. Vision clearly establishes a focussed tone for the area's aspiration as an area of high quality, energy efficient development.
- Dacorum Environmental Forum. Building extra housing near the Buncefield site is only viable in Health and Safety grounds, if the oil site is scrapped and it becomes a green energy centre instead.
- West Hertfordshire Chamber of Commerce. The vision is in keeping with the historic importance of Maylands as a major industrial/business park and area of local employment. Maylands has always been a very distinctive area and there is a worry amongst some businesses that its identity may become lost.
- The Crown Estate. The reference to living in the area as well as working in the area is welcomed. To balance the residential to employment ratio and community facilities and services, there also needs to be significant residential development, not just within the AAP area, but also to the east of the AAP area.
- Homes and Communities Agency. The vision should be reworded to include early reference to the creation of a sustainable community with a mix of home, employment and facilities.
- Herts Biological Records Centre. We also support the importance of creating a high quality work environment,

which includes open space, as suggested.

- Hertfordshire Police Authority. Objects to the vision. There is no reference to the delivery of sustainable forms of development, safe and crime free environments. It is also important to create a high quality work environment, which includes open space, as suggested.
- British Pipelines Agency. The vision should describe the intention to host a variety of uses, not just employment (all described in the document) within the area. The vision should also address how the Maylands area will form part of the future of Hemel Hempstead as a whole, rather than attempting to become a place in its own right.
- St Albans District Council objects most strongly to any development associated with the AAP being proposed on land within St Albans administrative area.
- Markyate Parish Council. There are general concerns over the inclusion of housing near the oil depot.
- Environment Agency. Developments need to be water efficient. The first sentence, second paragraph of the vision should be amended to: "The area will be the focus for high quality, energy and water efficient development permeated by open space".

No comments made, but the following said 'Yes':

- ~ Piccotts End Residents Association
- ~ Leverstock Green Village Association - Environmental Sub-Committee
- ~ Hemel Hempstead Action Group
- ~ Health and Safety Executive

QUESTION 2a

Do you prefer Option 1: Reinstatement?	
<p>65 responses received</p> <p>Yes - 21 responses</p> <p>No - 43 responses</p> <p>No preference – 1 response</p>	
Response	Actions
<p><i>Respondents that answered ‘yes’ gave the following comments:</i></p> <ul style="list-style-type: none"> • No comments were made. <p><i>Respondents that answered ‘no’ gave the following comments:</i></p> <ul style="list-style-type: none"> • Safety concerns. The site is too near to businesses and residential areas. What if another explosion happens? • Development restrictions if site re-instated. • Reconstructing the site to its pre-incident form is considered a squandered opportunity. In order to deliver the most effective and attractive investment position for the ongoing regeneration of the area and recognise the importance of the Oil Depot to the national economy. <p><i>Comments from Key Organisations:</i></p> <ul style="list-style-type: none"> • The Crown Estate. There are a number of different land uses that are acceptable within the different consultation zones. The consultation zones show that the following amounts of potential employment land would be included in the particular zones: 0.07ha in the Inner zone (250m); 2.32ha in the Middle zone (300m); and 11.39ha in the Outer zone (400m). • Piccotts End Residents Association. Seems more 	

sensible to consolidate the depot.

- East of England Regional Assembly. Comprehensive consideration of safety issues and economic development options in relation to the Buncefield oil storage depot is encouraged.
- Leverstock Green Village Association - Environmental Sub-Committee. Buildings were allowed to be built too close to the site hence some re-organisation is required.
- Health and Safety Executive. The HSE does not wish to express a preference for any of these options - this is a matter for local planners and the local community. Operators within the Buncefield complex are regulated under the Health and Safety at Work etc Act 1974, and where appropriate the Control of Major Accident Hazards Regulations 1999 (COMAH) as amended.
- Hertfordshire County Council. Option 1 is a more economically viable option of using the site however proper risk, safety and environmental protection issues need to be properly considered. This will also ensure the site continues to play its fundamental role to the economy of the south east and the UK as a strategic fuel distribution centre.
- Environment Agency. We have no preferred option. All would require the same degree of remediation and validation for the areas currently used by BPA and HOSL that were damaged during the incident. We will hold discussions with the operator as required by the COMAH regulations, to ensure that all necessary measures are in place for any future development of the site.

QUESTION 2b

Do you prefer Option 2: Rationalisation?

63 responses received

Yes - 28 responses

No - 35 responses

Response

Actions

Respondents that answered 'yes' gave the following comments:

- No comments were made.

Respondents that answered 'no' gave the following comments:

- This is a step in the right direction but is not enough in the long term.
- A half measure. May not provide the level of reassurance necessary.
- Surrounded by green belt.
- Everything works well as it is. Disruption will have a snowball effect of unrest and unease.
- Option 2 involves rationalisation of the existing site which draws down on existing operations and leaves open consideration towards alternative use development which might not be as compatible to the area as a land use. It also starts to prejudice the economic regeneration objectives for the area.

Comments from Key Organisations:

- East of England Regional Assembly. Comprehensive consideration of safety issues and economic development options in relation to the Buncefield oil storage depot is

encouraged.

- British Pipelines Agency. The focus of the options proposed relates extensively to the HOSL West site, however where it can be demonstrated that the reinstatement of facilities at the depot have no greater impact on the surrounding uses than that of the existing Hazardous Substances Consents, there should be no reason to refuse planning permission.
- The Crown Estate. Under this option a small amount of land to the east of Buncefield would fall within the new Development Proximity Zone (DPZ). Within this zone, developments which are not normally occupied would attract 'Don't Advise Against (DAA)' advice from HSE. This could include land uses such as car parking or storage facilities. Within in the inner zone, workplaces of less than three storeys and providing for less than 100 occupants can be developed along with warehouses/storage areas. Development proposals that will come forward need to be considered in addition to existing uses.
- Hertfordshire County Council. Even though options 2 and 3 provide more flexible options in developing land on boundary way, possibility of restriction to developments to the east, complexities of land ownership issues and feasibility of altering pipelines and other infrastructure make option 2 and 3 quite complex.

No comments made, but the following said 'No':

~ Dacorum Environmental Forum

No comments made, but the following said 'Yes':

~ Piccotts End Residents Association

~ Leverstock Green Village Association -
Environmental Sub-Committee

QUESTION 2c

Do you prefer Option 3: Relocation?

74 responses received

Yes - 42 responses

No - 32 responses

Response

Actions

Respondents that answered 'yes' gave the following comments:

- The Council needs to minimise the impact of Buncefield on the local economy. The Council should be aiming for the relocation of the tanks (option 3) as this appears to minimise the effect of any future incident.
- This would involve an extension of Buncefield and would facilitate land at Boundary Way (in addition to land at the original tank location) to come forward for commercial and higher-end office use, in turn accelerating business recovery in the area. This approach is encouraged and should be included within the draft AAP as the preferred development option which relates to the removal and relocation of tanks involving a small extension of Buncefield to the east and potentially considering other compatible land uses at the original tank location.

Respondents that answered 'no' gave the following comments:

- Too expensive.
- It would mean another industrial facility closes down and possible more damage to employment in the Hemel Hempstead area.
- I think to redevelop would cause unnecessary unrest. Improving existing areas would prove more acceptable.

Comments from Key Organisations:

- British Pipelines Agency. This option compromises the tertiary containment infrastructure and the surface water treatment plant for the whole depot. Relocation of these from this part of the site would be against the fall of the land, and not result in a pragmatic solution for the depot. Furthermore, this proposal involves a variety of land owners in the depot, which raises questions as to the deliverability of the option. This proposal does not resolve the issues relating to future development restrictions in Maylands in the manner shown in the diagrams. The 'indicative' consultation boundaries are not a representative solution as they do not take into account the aviation storage site (located between HOSL west and east) which would still require consideration of land uses to the west of the depot. Moreover, figure 5 of the AAP consultation document does not accurately reflect the bund size/land ownership area of Buncefield Depot site to the north of Cherry Tree Lane.
- Dacorum Environmental Forum. Yes to removal of oil depot, but to be replaced by a green energy centre on the Buncefield site.
- The Crown Estate. This option has much more of an impact on the future employment uses to the east. Under this option, much more of the land would fall within the inner consultation zone. There is still a strong possibility that growth to the east of the town will be reintroduced through the Secretary of State's changes to the RSS. Whilst this AAP does not cover all of the area to the east that would be affected by growth, given the uncertainty regarding growth, this option should not be the preferred option.
- East of England Regional Assembly. Comprehensive consideration of safety issues and economic development options in relation to the Buncefield oil storage depot is encouraged.
- Leverstock Green Village Association - Environmental Sub-Committee. This is not an option because the infrastructure is not in place. By proper design and procedures the site can be made acceptably safe.
- West Hertfordshire Chamber Of Commerce & Industry. This seems like a logical option with the possibility of

<p>encouraging storage of bio-fuels in the old tanks if this is safe.</p> <ul style="list-style-type: none"> • Hertfordshire County Council. Even though options 2 and 3 provide more flexible options in developing land on boundary way, possibility of restriction to developments to the east, complexities of land ownership issues and feasibility of altering pipelines and other infrastructure make option 2 and 3 quite complex. • No comments made, but the following said 'No': <ul style="list-style-type: none"> ~ Dacorum Environmental Forum • No comments made, but the following said 'Yes': <ul style="list-style-type: none"> ~ Hemel Hempstead Action Group 	
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QUESTION 3

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

89 responses received

Yes - 75 responses

No - 14 responses

Response

Actions

Respondents that answered 'no' gave the following comments:

- No comments were made.

Respondents that answered 'yes' gave the following comments:

- The idea is good but will the roads be able to cope as they cannot cope now.
- The council should ensure that the demand is there from this sector and that companies do want to come to Hemel

Hempstead. If the demand is for warehousing and distribution then they should be allowed to come rather than having empty office buildings.

Other options put forward:

- There is only one park in Hemel and one wild-life area, which is under threat of development (Bunkers Lane). The area should be developed as an open-air amenity for the residents of Hemel.
- Could be a good site for the Gypsy and Travellers.
- Restricting the uses that can be supported within the Gateway will stifle development, as there is insufficient demand for high quality office-led accommodation as demonstrated by the difficulty in finding tenants for the People Building Office Park. Aviva is supportive of the Gateway Concept but considers that there needs to be flexibility as to the land uses proposed in order to encourage the development of this important part of East Hemel Hempstead.

Comments from Key Organisations:

- Sport England are concerned over the redevelopment of the former Kodak and Lucas sports grounds. No explicit reference is made to this in the AAP to relocating the former playing fields if the Gateway site was developed which is a potential concern. Sport England would expect proposals for the Town Stadium or alternative replacement playing field provision to be developed in tandem to the proposals for the development of the Gateway site.
- Markyate Parish Council support a new hospital.
- Kier Property. Whilst we agree that office led development is appropriate in the Gateway, there should be a recognition that a sustainable mix of uses is needed in the area in order to create a successful community.
- Hertfordshire County Council. The gateway with its locational advantage will be very important as a high quality office-led development area with green credentials.
- West Hertfordshire Chamber Of Commerce & Industry. Maylands could become a leading centre for green

business as well as green business initiatives. The plan needs to ensure these initiatives are unique, cutting edge and highly visible to have an impact to attract the right investment.

- British Pipelines Agency. Office uses are sensitive land uses with regard to the PAHDI methodology and should not be considered in close proximity to the Buncefield depot. The Gateway is in an appropriate location, far enough south from the depot. Further expansion northwards would not be supported by WLPS/UKOP.
- Hertfordshire Police Authority. The Gateway site could potentially provide an excellent location for a new custody facility with a new police station. A new station would help meet the needs arising from planned growth, aligning existing police services with the spatial strategy. The facility could also include accommodation for partner agencies. This would enable a multi-functional new facility in a key location for Hemel Hempstead.
- Hertfordshire Biological Records Centre. We support the emphasis on green business initiatives which could give the Gateway a unique selling point.
- East of England Regional Assembly. Comprehensive consideration of safety issues and economic development options in relation to the Buncefield oil storage depot is encouraged.
- The Crown Estate believes that the real gateway to Hemel Hempstead begins before this, closer to the motorway junction. The land to the north of the A414 between the M1 and the roundabout with Green Lane be included as part of the high quality office led business park as part of the gateway and land to the south should also be included in the Gateway area and in the AAP area.

No comments made, but the following said 'Yes':

- ~ **Dacorum Environmental Forum**
- ~ **Piccotts End Residents Association**
- ~ **Hemel Hempstead Action Group**

QUESTION 4

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

71 responses received

Yes - 60 responses

No - 11 responses

Response

Actions

Respondents that answered 'yes' gave the following comments:

- No comments were made.

Respondents that answered 'no' gave the following comments:

- The strategy seems to be based on office based "blue chip" companies coming into the area. Unfortunately Buncefield has left a blight on the town. Beggars cannot be choosers and we should be extremely flexible in relation to the requirements of any company that wants to locate here.

Comments from Key Organisations:

- East of England Regional Assembly. Comprehensive consideration of safety issues and economic development options in relation to the Buncefield oil storage depot is encouraged.
- British Pipelines Agency. The character areas should be given significant weight in the production of the AAP, and the development of policies. Appropriate land uses (based on PAHDI sensitivity levels and HSE consultation zones) should be focused and directed to parts of the Maylands so as to safeguard the long term location of the Buncefield Depot, reflective of it nationally strategic function.
- The Crown Estate. The broad approach to defining specific Character Areas is supported. However, it is

important that there is flexibility over time so that the character areas do not unnecessarily restrict appropriate types of development.

- Hertfordshire County Council. Minerals and Waste Agree in principle to the character areas being identified to steer appropriate development in the right areas, however, following the principles of good design there may be potential for making differing uses acceptable in different locations. As stated within the ODPM's Planning for Waste Management Facilities: A Research Study', waste management facilities are compatible with B2/B8 uses.
- Whilst Kier Property agree in principle and understand the need to define specific character areas, care needs to be taken to ensure these areas are not so distinct that they area not compatible. Each of the areas will need to work together in order to successfully regenerate the east of Hemel Hempstead.

No comments made, but the following said 'Yes':

- ~ Dacorum Environmental Forum
- ~ Piccotts End Residents Association
- ~ West Hertfordshire Chamber Of Commerce & Industry
- ~ Hemel Hempstead Action Group

QUESTION 5

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

65 responses received

Yes - 50 responses

No - 15 responses

Response

Actions

Respondents that answered 'yes' gave the following comments:

- No objection in principle subject to the details of any development being consistent with the standard development control criteria including the advice of the HSE in relation to existing fuel storage facilities in the area.

Respondents that answered 'no' gave the following comments:

- The reality is that any company that wants to go here should be encouraged. Once the H&S issues are sorted out and the future design of Buncefield is known every effort should be made to improve this area which still looks like a war zone.
- I think any erosion of the Green Belt is a bad thing, so I would leave it as it is.
- There needs to be a ring road around Maylands Avenue and needs to be a dual carriageway. The roads are unable to take traffic now and many companies have yet to fill up so it will only get worse.
- The land to the east should be used as an open area, with park, woodland and wild-life facilities. The area should also allow for the confirmed expansion and sensitive requirements of Woodwells cemetery.
- I think the area would not be suitable for housing because of its proximity to the Buncefield site. I do however

support its use as a commercial area, the Park and Ride and green energy centre would be great, perhaps a wind farm could be built here.

Comments from Key Organisations:

- Dacorum Environmental Forum. Would also like to add as you state the importance of sustainable transport and also support the idea of a green energy centre in addition to a green energy centre on the Buncefield site.
- West Hertfordshire Chamber Of Commerce & Industry. The vision should include a plan for tidying the area up first and go for consultation at a later date regarding the future use of the land when HSE have made their final recommendations.
- Health & Safety Executive. The report recognises the constraints to development as a result of the land use planning consultation zones set around the site. HSE will look at applications in the light of our published land use planning methodology (PADHI). Information on this system can be found from our website under land use planning.

No comments made, but the following said 'Yes':

- ~ Piccotts End Residents Association
- ~ British Pipelines Agency
- ~ Hertfordshire County Council

QUESTION 6

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

82 responses received

Yes - 64 responses

No - 18 responses

Response

Actions

Respondents that answered 'yes' gave the following comments:

- This seems an acceptable area for business development, green belt not much use in this location nor recreational uses due to proximity of M1.
- If the Buncefield depot is made safe and relocated to an area further from business development, then the natural extension of the business park should be towards M1. Having said that - it appears that there are vast areas of unused offices and land within the business park that should be used first.

Respondents that answered 'no' gave the following comments/alternative recommendations:

- There should be no development on the Green Belt.
- There should be enough space on the existing estate - it all needs to be restructured and redeveloped.
- Countryside and leisure, ie. ski centre and AONB.
- Develop as parkland, woodland, wild-life areas, and with regard to the continuing use of the tranquil Woodwells cemetery.
- The focus should in the first instance be on regenerating Maylands itself. Expansion towards the motorway could dilute or sterilise investment in the existing employment area.
- This area should only be developed for services (i.e. Park and Ride) to support the existing business area. It should

only be developed for employment once brown field sites within the Maylands area have been developed.

- Only if it's needed with a slip road to accommodate heavier traffic.
- But only if it is outside the danger zone. Use Punch Bowl Lane and Hogg End Lane for new area.
- It is considered that the exceptional case for releasing this land from the Green Belt for the purposes of economic regeneration / employment land uses only to support the area's regional economic hub status, could be constructed.

Comments from Key Organisations:

- British Pipelines Agency. There is no evidence presented in the document that establishes a sound case for the release of green belt land, or definitions of 'necessary development'. The intention for the land is vague and as a result, this is not an option that can be commented on with detail. WLPS/UKOP would object to the release of this land in the absence of a detailed case/option being put forward by the Councils. Evidence of joint working between the Council's should be demonstrated also, with links to the key aims of the emerging Core Strategies. It should be considered in light of existing PPS6 (and draft PPS4) objectives and should be in tandem with the strengthening of the town centre office market. Note should also be taken as to the existence of High Pressure Fuel Mainline Pipework that is located within this area. (See Q7).
- East of England Regional Assembly. The broad extent of the Green Belt should be maintained. If the process of determining locations for growth around Hemel Hempstead identifies the need to encroach on the Green Belt, the local review of the boundary should include extensions to the Green Belt to maintain the broad extent.
- Hertfordshire Biological Records Centre. We would highlight the opportunities for landscaping to create wildlife corridors through or adjacent to any future development. There has been significant loss of open land due to the widening of the M1 with no compensation, although mitigation included landscaping. One possible area identified for new habitat creation was

identified early in the M1 planning phase north of the A414 by the police compound, but we were told this was to be retained in agricultural use. Currently it appears redundant.

- Hertfordshire Police Authority. We do not object to extending eastwards towards the M1. However, any expansion should be supported by appropriate infrastructure. Where inadequate infrastructure exists, the development proposals should contribute towards the cost of new or expanded infrastructure. As a key service provider the police should be recognised as a legitimate recipient of developer contributions.
- Entec. The land to the south of the A414 is not included within the AAP boundary. This area is equally key to the Gateway and first impressions of the town. This site offers an important opportunity to provide for a new landmark town stadium. Land uses need to be considered jointly with St Albans as part of the AAP. The AAP needs to consider the longer term prospects and needs to take into account The Crown Estate's aspirations for its wider landholding. With a larger gateway area, land uses will be more flexible.
- West Hertfordshire Chamber Of Commerce & Industry. Despite a query of the erosion of the Green Belt (which a majority of people disagree with) this seems a logical 'reserve' for potential expansion of the Business Park considering the history of the area surrounding it. Plans should ensure that the existing space within Maylands has been used fully and appropriately first though.

No comments made, but the following said 'Yes':

- ~ Dacorum Environmental Forum
- ~ Piccotts End Residents Association
- ~ Leverstock Green Village Association - Environmental Sub-Committee
- ~ Hemel Hempstead Action Group

QUESTION 7

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

73 responses received

Yes - 51 responses

No - 21 responses

No preference – 1 response

Response

Actions

Respondents that answered ‘yes’ gave the following comments:

- Provided they do not compromise the future redevelopment of the Buncefield Oil Depot.

Respondents that answered ‘no’ gave the following comments/alternative options suggested:

- Possible alternative use of existing Caravan club site as a Traveller site as it is already partially set up for temporary use. It is within proximity to the M1/M25 and accessible to the Tesco supermarket.

Comments from Key Organisations:

- Hertfordshire Police Authority. We would not object to housing, subject to the provision of adequate infrastructure. An expanded population arising from new housing development will result in a proportionate increase in the rate of crime and a concentrated increase on crime within the development area. The police will require funding to ensure that new infrastructure is provided which will meet these demands. The AAP should include a policy defining infrastructure and requiring contributions towards the provision of this.
- West Hertfordshire Chamber Of Commerce & Industry. The Vision is good for the area, but care should also be taken about the design of the area as this will affect people's perception of Maylands if it is visible from the M1.

<ul style="list-style-type: none"> • EEDA. Maylands Business Park is key to the economic success of the Borough. The site has been identified in the recent Hertfordshire London Arc Jobs Growth and Employment Land Study as essential for the provision of much needed new office space for Hertfordshire. The economic strategy is dependant upon the transition of Maylands Business Park from a largely manufacturing base to a broader mix of employment types and residential, retail leisure and services. <p>No comments made, but the following said ‘Yes’:</p> <ul style="list-style-type: none"> ~ Dacorum Environmental Forum ~ Piccotts End Residents Association ~ Hertfordshire County Council 	
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QUESTION 8

Do you agree with this approach?	
<p>64 responses received</p> <p>Yes - 42 responses</p> <p>No - 22 responses</p>	
Response	Actions
<p><i>Respondents that answered ‘yes’ gave the following comments:</i></p> <ul style="list-style-type: none"> • No objection in principle subject to the details of any development being consistent with the standard development control criteria including the advice of the HSE in relation to existing fuel storage facilities in the area. <p><i>Respondents that answered ‘no’ gave the following comments:</i></p> <ul style="list-style-type: none"> • This approach would only be supported if the employment allocation transferred from Spencer's Park was flexible 	

and did not constrain the uses that would be permissible. It is considered that "specialised technologies industries" is far too restrictive.

- Build houses on brown field sites and empty spaces within town.
- Housing density levels would be too high for this area. Therefore safety issues would arise due to Buncefield depot. Land should be industrial, employment, low density projects.
- No not mix housing with industrial site due to lack of infrastructure schools, doctors, dentist etc. adding to already congested road space.
- There should be no more housing with the current serious decline in Hemel amenities. For example, we now have a deteriorating hospital, no theatre, the poor Riverside shopping complex, closed shops in the town, no proper market, no integration of Old Town with New Town as envisaged.
- There is no emergency medical help in the area, this would be even more worrying with the population increasing. It would put even more strain on already stretched public services.

Comments from Key Organisations:

- Kier Property. Spencer's Park should be retained for employment use in order to allow more suitable sites to come forward for alternative supporting uses.
- Hertfordshire Biological Record Centre. We support the inclusion of open space within the proposals for Spencer's Park.
- Entec. With the relocation of employment uses to the Gateway, Spencer's Park is more appropriate for residential development, particularly as the northern part of this site (H18) will be developed for residential including a small scale retail and community use. However, if Spencer's Park was extended to the east, an area large enough to form a neighbourhood could be developed. This would be more sustainable than developing the Cupid Green site and having to re-locate existing uses.

<ul style="list-style-type: none"> • British Pipelines Agency. Development on this site should not take precedence over redevelopment of the Buncefield Depot however, rather be considered in tandem. • Homes and Communities Agency. We would like further evidence to be included that there is sufficient demand to support community uses, given the limited catchment area, as a vacant/unused community building would be a waste of valuable resources. We recommend the insertion of a guide figure of 350-500 units on the current site excluding H18. We recommend that the paragraph is amended to indicate that Spencer's Park will be a high quality sustainable development. • No comments made, but the following said 'Yes': <ul style="list-style-type: none"> ~ Dacorum Environmental Forum ~ Piccotts End Residents Association ~ West Hertfordshire Chamber Of Commerce & Industry ~ Hertfordshire County Council 	
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QUESTION 9a

Do you support Option 1 – no change?

87 responses received

Yes - 68 responses

No - 19 responses

No preference – 3 responses

Response

Actions

Respondents that answered 'yes' gave the following comments:

- It minimises the impact of the travellers on the local community and the people on the site may not want to

move.

- Refurbishment of the current site seems to be the most logical answer, particularly since access to and from it is more than adequate.
- I believe that this site falls broadly within the recommendations of the Scott Wilson Report and it appears to work reasonably well. I can see no benefit in splitting or relocating it.
- Any change would affect our already overcrowded infrastructure. There are not enough schools and roads are busy.
- Should be expanded and upgraded for the existing travellers.
- Dividing the site could lead to divisions within the community and would also impose an unnecessary pressure on other areas.
- Good access to M1. Infrastructure all ready there. Green Belt not infringed.
- Proposed site is already used by the public for recreation purposes. Major concerns about road safety on the link road. Contamination and pollution issues regarding any new Gypsy/Traveller sites. More than one site in an area would be a disproportionate ratio to any other population/group.
- Financial implications are less by leaving at existing site. Less impact on any other location regarding environmental issues.
- This retention will ensure compliance with national and regional planning policy and meet the tests of soundness in this respect.

Respondents that answered 'no' gave the following comments:

- There are currently three large Gypsy/Traveller sites within a two mile radius of each other, Ver Meadow, (Redbourn Ring Road) Tullochside and Three Cherry Trees Lane.
- The site is nearly double the recommended 15 pitches. The site should not be left as is because there is no room

for 'additional pitches, required to accommodate family formation from existing site residents over the next 5 years' (CURS Report).

- School capacity is limited. Surgery is under performing and not able to cope with overcrowding. A lot of nuisance to office employees.
- School capacity is very limited, surgery is under performing not able to cope with overcrowding and there is a lot of nuisance to office going people.

Comments from Key Organisations:

- Bucks and West Herts Gypsy Advocacy. The site is too large.
- West Hertfordshire Chamber Of Commerce & Industry. There are more known factors in keeping the site where it is although it is still a problem for many businesses in the area.
- Friends, Families & Travellers and Traveller Law Reform Project. We are unable to answer question 9a-b directly because of lack of involvement with the site concerned.
- Piccotts End Residents Association. Insufficient information on level of demand, pitch turnover, previous location of gypsies and travellers to answer questions 9 a-c.

No comments made, but the following said 'No':

~ Markyate Parish Council

QUESTION 9b

Do you support Option b – splitting the site?

77 responses received

Yes - 4 responses

No - 71 responses

No preference – 2 response

Response

Actions

Respondents that answered ‘yes’ gave the following comments:

- The site part 2. Should be built on north east/east of Boundary Way to M1. This area has good transport links and not to far from schools and shops. It makes sense to keep the sites to the east of Hemel as a good compromise from Dacorum Council.

Respondents that answered ‘no’ gave the following comments:

- Even if the site were to be slit in two, there would still be too many pitches in each half to meet the criteria in the CURS report.

Comments from Key Organisations:

- East of England Regional Assembly. Relocation of existing Gypsy and Traveller accommodation should be considered in relation to the Council's obligation to provide a total of 56 pitches within the Borough by 2011. The integrity of Green Belt land and the principles of sustainable development should be considered in relation to any site allocation/relocation.
- Friends, Families & Travellers and Traveller Law Reform Project. We are unable to answer question 9a-b directly because of lack of involvement with the site concerned.
- Piccotts End Residents Association. Insufficient

<p>information on level of demand, pitch turnover, previous location of gypsies and travellers to answer questions 9 a-c.</p> <ul style="list-style-type: none"> • Bucks and West Herts Gypsy Advocacy. The existing site is too large. Could 2 smaller sites be accommodated in Spencer's Park? Neither the Gypsy nor the settled community like large sites. <p>No comments made, but the following said 'No':</p> <ul style="list-style-type: none"> ~ Dacorum Environmental Forum ~ Leverstock Green Village Association - Environmental Sub-Committee 	
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QUESTION 9c

Do you support Option 3 – relocating the site?	
<p>79 responses received</p> <p>Yes - 14 responses</p> <p>No - 64 responses</p>	
Response	Actions
<p><i>Respondents that answered 'yes' gave the following comments:</i></p> <ul style="list-style-type: none"> • Relocate to: 1) Bovington Airfield. 2) The otherside of Hemel Hempstead Road on B487. 3) Icknield Way, Tring The site would also be away from the Buncefield zone. • The selection of Highwood/Holtsmere as a possible site should not be considered again due to the closeness of the 2 other sites and to residential areas. Bovington Airfield should be considered as a alternative site. • Move the entire community to the M1 works site. 	

- Relocate to Spencer Park. Further away from residential areas and Buncefield. More room for site.
- Only if there was not relocation within two mile radius of existing sites at Ver Meadow and Tullochside. Not to encroaching on Green Belt.
- If Marchmont Fields is the proposed area of relocation it is totally inappropriate, as if all new development of Maylands goes ahead the road network will be totally unable to cope.

Respondents that answered 'no' gave the following comments:

- To provide another site in Dacorum would only impact on the lack of local infrastructure.
- The proposed site at Piccotts End Lane would cause many problems. There is not enough infrastructure at present. Using this field for housing would cause the loss of so much wildlife and open spaces in an area that is trying very hard to improve.

Comments from Key Organisations:

- The Crown Estate. There may be potential for a new site within the Gorhambury concept area, this would be in St Albans rather than Dacorum and therefore may not be acceptable as an alternative. Relocation of the gypsy site will assist in the planning of Spencer's Park, but appropriate alternative sites will need to be found.
- Bucks and West Herts Gypsy Advocacy. Probably not - as another site in Hemel Hempstead be difficult to find.
- East of England Regional Assembly. Relocation of existing Gypsy and Traveller accommodation should be considered in relation to the Council's obligation to provide a total of 56 pitches within the Borough by 2011. The integrity of Green Belt land and the principles of sustainable development should be considered in relation to any site allocation/relocation.
- No comments made, but the following said 'No':
 - ~ Dacorum Environmental Forum
 - ~ Leverstock Green Village Association -

QUESTION 10

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

Yes - 65 responses

No - 19 responses

Response	Actions
<p><i>Respondents that answered 'yes' gave the following comments:</i></p> <ul style="list-style-type: none"> • There are already areas of housing within the Maylands area. These should be incorporated into a plan that includes the provision of green space and community enhancing facilities, e.g. cafes, meeting places, bistros. • Subject to the oil tanks being removed. <p><i>Respondents that answered 'no' gave the following comments:</i></p> <ul style="list-style-type: none"> • Areas of housing on the edge of the industrial estate already have poor quality of life. A buffer zone between the two would be better than filling in all the gaps. • It is an industrial area and I think the effects of another Buncefield, if there was one, would be disastrous. • Lack of local facilities such as schools, Doctors, Hospitals etc. • More businesses should be provided. Not houses. • It is too far from amenities: no transport links, too close to the M1 (noise), too close to Buncefield, not an attractive location a good distance from schools (not within walking 	

distance).

- It is considered inappropriate to "lose approximately 10ha of existing employment land" in order to accommodate approximately 400 units as this location is not compatible with adjacent industrial uses.
- Good public transport would be essential to reduce car use. The location is ideal for the provision of a light rail system which could run down the centre of the dual carriageway to the 'funny roundabout' and thence down Marlowes to the transport hub.

Comments from Key Organisations:

- Hertfordshire Police Authority. We would not object to housing, subject to the provision of adequate infrastructure. An expanded population arising from new housing development will result in a proportionate increase in the rate of crime and a concentrated increase on crime within the development area. The police will require funding to ensure that new infrastructure is provided which will meet these demands. The AAP should include a policy defining infrastructure and requiring contributions towards the provision of this.
- St. Albans City & District Council. The diversification of Maylands towards mixed uses is accepted by St Albans Council. However, diversification must be planned for in a way that does not place pressure on the periphery of the Maylands area, which located in the Green Belt, in order to protect land within the St Albans administrative area.
- Hertfordshire County Council. In order to create some diversity and a mix of land use in Maylands, it remains a good approach to provide housing within employment areas. A residential element may ensure demand for passenger transport throughout day rather than just peak commuter times in am and pm. Residents will require access to education, health, and leisure facilities to a greater extent and so passenger transport, pedestrian and cycle links will need to take this into account.
- The County Council recognise the need to find additional land in order to meet the housing requirements as set out in RSS14. However, the loss of existing waste management facilities would be resisted unless alternatives can be found. At present the AAP states that

<p>there are a number of commercial units currently located here (Maylands) along with the Councils Cupid Green Depot, all of which could relocate elsewhere depending on cost. The County Council would wish to see a stronger commitment within the AAP to relocate both the depot and the adjoining HWRC within Maylands in line with Waste Local Plan Policy 18.</p> <p>No comments made, but the following said ‘Yes’:</p> <ul style="list-style-type: none"> ~ Dacorum Environmental Forum ~ Piccotts End Residents Association ~ British Pipelines Agency ~ West Hertfordshire Chamber Of Commerce & Industry ~ Leverstock Green Village Association - Environmental Sub-Committee 	
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QUESTION 11

<p>Do you agree that the most appropriate location for the majority of housing is on the north-western fringes of Maylands?</p>	
<p>73 responses received</p> <p>Yes - 48 responses</p> <p>No - 25 responses</p>	
<p>Response</p>	<p>Actions</p>
<p>Respondents that answered ‘yes’ gave the following comments:</p> <ul style="list-style-type: none"> • In principle this seems a really good idea with good access. It should avoid the need for green field development. The green area between Redbourn Rd and Highfield would act as a buffer preventing the area appearing too built up. • Provided that suitable services and community facilities are provided and that it is not just left to existing local 	

providers 'to cope'.

Respondents that answered 'no' gave the following comments/ alternative location(s):

- It is considered that residential development could be incorporated within the Gateway Allocation given its proximity to the proposed Heart of Maylands local centre and its relationship to the Leverstock Green residential neighbourhood and the Hales Park residential area.
- There will be no space at all for open space.
- Lack of infrastructure. Local resources are already overstretched.
- I feel the best site would be the land that used to be Lucas Aerospace.
- They should be spread out - including Apsley.
- On brownfield sites only, as opposed to building on green fields.
- Next to the M1. Next to the proposed commercial development.
- Existing commercial users would be affected and unless other premises are provided they may leave the area altogether with corresponding loss of employment.

Comments from Key Organisations:

- Dacorum Environmental Forum. It should be dispersed throughout the Maylands area, as you mention in the other parts of the Action Plan.
- The Crown Estate. A much more sustainable option is to extend the Spencer's Park site to the east to create a development of sufficient size to create a new neighbourhood with relevant facilities and services, possibly including a new primary school. If growth was to be re-introduced to the east of Hemel Hempstead, then this could link into an extended Spencer's Park.
- East of England Regional Assembly. Housing provision within the scope of the AAP would contribute towards sustainable development and encourage changes of travel behaviour.

<ul style="list-style-type: none"> • Kier Property. As set out above sites located adjacent to existing residential communities should be prioritised for residential redevelopment in order support the existing community and also to provide a suitable and well designed interface between other neighbouring uses. • Hertfordshire County Council. This location would mean that residents would be close to existing bus services that run along A4146/B487 Redbourn Rd and close to existing services to the north of Redbourn Rd such as shops and schools. Pedestrian crossing points on Redbourn Rd and pedestrian/cycle routes into the facilities of Maylands should be considered. <p>No comments made, but the following said ‘Yes’:</p> <ul style="list-style-type: none"> ~ Piccotts End Residents Association ~ West Hertfordshire Chamber Of Commerce & Industry ~ Leverstock Green Village Association - Environmental Sub-Committee 	
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QUESTION 12

<p>If the north-western fringes of Maylands are redeveloped for housing, do you accept that the existing commercial uses should be relocated elsewhere?</p>	
<p>65 responses received</p> <p>Yes - 43 responses</p> <p>No - 22 responses</p>	
<p>Response</p>	<p>Actions</p>
<p>Respondents that answered ‘yes’ gave the following comments:</p> <ul style="list-style-type: none"> • How about moving the Council Depot and the Scrap Yards to the area east of Boundary Way? I feel that this area is so blighted that it will be difficult to get companies 	

to go there. At least the land would be used and the land that was freed up could house a lot of people. (bit of a clean up required first though!!)

Respondents that answered 'no' have the following comments:

- This is dependent on the relocation of existing commercial users to be within the Maylands area.
- Neither housing nor commercial development is required in the current economic climate, and in Hemel's poor position with regard to amenities.
- Considering most of Maylands businesses have left Hemel I see no need to build any more commercial premises. Better to try and use the empty warehouses/offices first.
- As set out in the East Hemel Hempstead AAP, East Hemel Hempstead is the focus of the Borough's economic activity and as such it is logical that future employment provision is concentrated within this area. See response to question 10.

Comments from Key Organisations:

- East of England Regional Assembly. Housing provision within the scope of the AAP would contribute towards sustainable development and encourage changes of travel behaviour.
- Leverstock Green Village Association- Environmental Sub-Committee. Yes, unless the commercial relocation is within the Maylands area.
- West Hertfordshire Chamber Of Commerce & Industry. Relocating the waste depot into the service area would have many benefits.

No comments made, but the following said 'Yes':

- ~ Piccotts End Residents Association
- ~ Dacorum Environmental Forum
- ~ British Pipelines Agency
- ~ Hertfordshire County Council

QUESTION 13

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

80 responses received

Yes - 71 responses

No - 9 responses

Response

Actions

Respondents that answered 'no' gave the following comments:

- Maylands should be used for building more commercial properties therefore creating more jobs in the town.
- Maylands already equipped with hotels, cafes, health spas. Always been a public transport issue travelling to Maylands.

Respondents that answered 'yes' gave the following comments:

- Any housing in that area should include affordable housing for local workers, but not in this specific location social housing.
- It is considered essential that the Maylands Business Area incorporates facilities including shops, leisure, services and restaurants to reduce the need for workers to travel outside the area in lunch periods. Retailers need to have access to customers for 6 days a week to be able to cover essential overheads and provide good service.
- There is a lack of water and relaxation areas as may be found at Capability Green and Birmingham Business Park.
- Something for the kids to do like an ice rink, a theatre, an open air movie like the States.
- The Maylands Industrial site needs to be radically

improved before any thought should be given to leisure facilities etc.

- Improved facilities and social interaction are a good thing. However understanding the current use of the facilities needs to be addressed first in order to make a balanced opinion.

Comments from Key Organisations:

- The Crown Estate. Creating this mix of uses in key to ensuring that the Maylands area moves away from the older image of an industrial area with no other uses. Development of new neighbourhoods to the east of the town would ensure that sufficient facilities could be provided on the eastern side of the town.
- West Hertfordshire Chamber Of Commerce & Industry. There needs to be a balance of the services needed/useful for businesses and those of the planned housing.
- East of England Regional Assembly. The Council's approach to sustainable development is supported. Development of culture and leisure facilities within major redevelopments would be supported. Provision of facilities of all aspects of culture and leisure should be addressed on an appropriate scale to local settlements.
- Leverstock Green Village Association - Environmental Sub-Committee. Sporting facilities that create noise and light pollution should be located within the Maylands area. This satisfies two aspects; it keeps noisy sport and traffic away from residential areas and provides social interaction.
- St Albans City & District Council. The various other uses planned for in the Maylands area are accepted by St Albans. However, consideration should be given to locating these uses within the three areas that contain potential for expansion - the low utilisation areas of the existing Maylands employment area, the Spencer's Park mixed use development area and the Maylands Gateway area.
- Hertfordshire County Council. Yes - as there are inadequate facilities for the day-time population to enable Maylands become more competitive with other growth areas, modern facilities will need to be provided to

<p>increase human activities and improve social interaction within the area. Yes, as such facilities will reduce the need to travel and will also be important for those living in the area should residential areas be developed.</p> <ul style="list-style-type: none"> • Kier Property provide support for improved facilities and areas for social interaction within the Maylands area, although this should not necessarily be limited to the heart of Maylands. The commissioned study should be extended to consider suitable sites available within the wider Maylands area in line with the Council's aspirations to create a sustainable AAP area. • Strategic Policy Advisor Homes and Communities Agency. This would improve the currently limited offer. This would be particularly necessary if Maylands is to support an additional 500 units. • The Theatres Trust. Small scale facilities should be included such as shops and cafes to provide a service for the business community. • Piccotts End Residents Association. Don't know. <p><i>No comments made, but the following said 'Yes':</i></p> <p>~ Dacorum Environmental Forum</p>	
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QUESTION 14

Do you support the overall direction of the transportation strategy?	
<p>73 responses received</p> <p>Yes - 64 responses</p> <p>No - 9 responses</p>	
Response	Actions
<p><i>Respondents that answered 'yes' gave the following comments:</i></p> <ul style="list-style-type: none"> • The Area Action Plan needs to address the problems with access from the M1 to the Maylands Business Area and 	

in particular congestion around the Green Lane/Breakspear Way roundabout. Addressing congestion is essential to make the Maylands Business Area more attractive as a business location. In this regard, consideration should be given to transport solutions such as a flyover for the Green Lane/Breakspear Way roundabout.

Respondents that answered 'no' gave the following comments:

- No one has thought about traffic increase, just look at the roads 8am to 10am and 4pm to 6pm each day the roads are bursting. All and most are trying to get to work and the M1. They are all in a hurry so widen the roads quickly.
- I applaud the 'green' approach but do not think more buses and park and ride will appeal to the type of new technology businesses it is hoped to attract. Better footpaths and cycleways/cycle paths would be attractive though, and traffic flow must be improved by providing another access road.
- The only improvement would be to allow town residents to readily access the parkland, woodland which I suggest.

Comments from Key Organisations:

- The Crown Estate: Proposals for a new bus service linking the town centre, railway station and possibly St Albans are supported. The Maylands Masterplan's proposals for a new route into Maylands via the Gateway should be explored in greater detail. See answers to questions 16 and 17 regarding the proposal for a park and ride. Until there is certainty about whether or not the growth agenda will be reintroduced, and the direction of this growth, decisions cannot be made on the overall road network for this area.
- Natural England. We welcome the emphasis on green travel arrangements, particularly through the provision of access to passenger transport, cycling and walking routes into and within the AAP area.
- Hertfordshire County Council. In order to be effective, the balance between the different elements will be important. Should road improvements create extra capacity, measures need to be in place to ensure the benefits are lasting. Consideration could even be given to the

<p>provision of roads for exclusive use by sustainable modes to facilitate reliable bus services. Developer contributions are likely to be key to the funding of necessary infrastructure and may affect its timing. The delivery of infrastructure so that pedestrian, cycle and bus networks are in place prior to occupation is important.</p> <ul style="list-style-type: none"> • Homes and Communities Agency. The enhancement of bus services and improvements to the environment for pedestrians and cyclists are supported. <p>No comments made, but the following said 'Yes':</p> <ul style="list-style-type: none"> ~ Dacorum Environmental Forum ~ Piccotts End Residents Association ~ British Pipelines Agency ~ West Hertfordshire Chamber Of Commerce & Industry ~ Hemel Hempstead Action Group ~ Hertfordshire County Council ~ Kier Property 	
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QUESTION 15

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

65 responses received

Yes - 55 responses

No - 10 responses

Response

Actions

Respondents that answered 'yes' gave the following comments:

- Maylands is a mess because of the HGV's If the council is to do this effectively the cycle walking routes need to be: Safe Fast - i.e. direct and not having to give way at each

junction and not with the stupid bollards that are on Aycliff Drive. Practical - They have to be a way to move people around and not just end in the middle of nowhere.

- The policy needs to be sufficiently flexible to consider this issue on a site by site basis. The objective should be to raise the architectural standard of buildings and landscaping facing prime roads such as Maylands Avenue and improving the primary footfall on Maylands Avenue itself.
- Should make sure that development is compliance with Secure by Design principles.

Respondents that answered 'no' gave the following comments:

- Not if the road is going to be completely closed off. That's a long stretch to be a boulevard. Especially for the smaller delivery collection driver - or someone searching for a company. There has to be a ring road.
- There is no mention of underground car parks, multi-storey car parks. The industrial areas need facilities to encourage workers (or will they go elsewhere).
- Get rid of existing pot hole roads before building new roads.
- Maylands is accessed by car drivers.
- How do you encourage paths and streets that encourage social interaction? A warm, dry method of travel is essential. Cycling / walking can work in the summer but car transport cannot be beaten all year round.

Comments from Key Organisations:

- West Hertfordshire Chamber Of Commerce & Industry. The vision is good and will really help improve the look and feel of the area as well as offering a solution for people opting for greener travel. If plans go too far against cars and parking then this will deter some new businesses and investment. The plans need to go hand in hand with improved traffic flows and access too.
- East of England Regional Assembly. The vision of Dacorum as a green and sustainable district is supported. Improved links between rail and bus services are

<p>encouraged.</p> <ul style="list-style-type: none"> Hertfordshire County Council. Urban design plays an important role in creating places in which pedestrians and cyclists are encouraged with high quality, direct and safe routes. Encouragement can also be given to the use of buses with the design of roads to be conducive to their use, bus stops within reasonable walking distance of key destinations, signage and quality pedestrian and cycle routes to bus stops. <p>No comments made, but the following said 'Yes':</p> <ul style="list-style-type: none"> ~ Dacorum Environmental Forum ~ Piccotts End Residents Association ~ Hemel Hempstead Action Group ~ Kier Property 	
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QUESTION 16

<p>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?</p>	
<p>79 responses received</p> <p>Yes - 70 responses</p> <p>No - 9 responses</p>	
<p>Response</p>	<p>Actions</p>
<p>Respondents that answered 'yes' gave the following comments:</p> <ul style="list-style-type: none"> Must be accessible and affordable. The service needs to be out in place before any restrictions are imposed. Provided its location does not lead to localised congestion that would compromise the future redevelopment of the Buncefield oil Depot. This would be very useful, particularly for visitors to Customer Trade Centres (eg. Screw Fix, Tool Station) in 	

Maylands, and to visitors to Woodwells cemetery.

Respondents that answered 'yes' gave the following comments:

- Adequate parking should be made near to where people work, and roads should be sufficient to get them there and back without major hold-ups.
- I think there is a need for a good bus service to the railway station and probably town centre. I do not think is a practical solution for people working at the companies in Maylands, if travelling by car, to leave their car at a park and ride fairly close to their office and then travel on by bus (after say 10-15 minutes wait).
- Land is in too short a supply to be used as a park and ride.

Comments from Key Organisations:

- The Environment Agency. Support the principle of alternative forms of transport because they have a beneficial effect on air quality.
- The Crown Estate. Even if this is initially designed to serve Maylands, consideration needs to be given as to how this can be extended to link to the town centre and railway station. The Gorhambury Concept envisages a Park and Ride facility located adjacent to a possible stadium site to the south of the A414 between the motorway junction and the roundabout with Green Lane. This site is just beyond the current AAP boundary but is key to the Gateway area.
- West Hertfordshire Chamber Of Commerce & Industry. The facility needs to be very carefully researched. It is an expensive option to provide if it is not used.
- Highways Agency. The wider effects on traffic distribution, notably at M1 junction 7 and 8 will need to be ascertained.
- Hertfordshire County Council. Urban design plays an important role in creating places in which pedestrians and cyclists are encouraged with high quality, direct and safe routes. Encouragement can also be given to the use of buses with the design of roads to be conducive to their use, bus stops within reasonable walking distance of key

destinations, signage and quality pedestrian and cycle routes to bus stops. Park and Ride can be an effective means to encourage the use of sustainable modes of transport but its success depends on a number of factors. These include the availability and cost of parking in the destination area and frequent, reliable and low cost buses. Also important is the quality of associated infrastructure effective interchanges, passenger waiting facilities, DDA compliant bus stops, and information provision. This should also be combined with the provision of quality pedestrian and cycle links within the area in question.

- East of England Regional Assembly. If funded and deliverable, park and ride schemes are an important means of reducing traffic in urban areas. Locations for park and ride schemes should be subject to appropriate traffic surveys. Changes to road network will be subject to the viability and deliverability of individual schemes.

No comments made, but the following said 'Yes':

- ~ Dacorum Environmental Forum
- ~ Piccotts End Residents Association
- ~ Natural England
- ~ Kier Property

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?

70 responses received

Yes - 58 responses

No - 12 responses

Response

Actions

Respondents that answered 'yes' gave the following comments:

- Putting it by the M1 would seem a sensible idea to catch the long distance commuters.
- Provided that it has its own access.
- As long as it was used to serve the whole town and the cost was kept low.
- Only on brown field site though.
- If you are going to have it then this would be a good location.

Respondents that answered 'no' gave the following comments:

- A number of schemes should be tested. Public response is the best guide to what is needed - if any.
- The old Lucas site is more appropriate.
- Provide sufficient parking spaces in the commercial areas for people employed there.
- Gadebridge is the best site: with a bus to the industrial - business car park.
- No one uses park and ride facilities - Gadebridge Park facility closed due to lack of use.

Comments from Key Organisations:

- The Crown Estate. Until a decision about the scale of growth that is needed in the town and whether or not a town stadium is proposed on the eastern side of the town, the exact location should not be determined.
- West Hertfordshire Chamber Of Commerce & Industry. But only just and only because there is no other logical space available in another part of Hemel. It would be convenient for Maylands but not helpful for the Vision's planned links to the station or the town. Traffic flows are still an issue in that area too.
- Hertfordshire County Council. This location would be appropriate in terms of being convenient to those travelling to Maylands via the M1. However an assessment needs to be made, if not already done, of where people are coming from so that the Park and Ride is located where it can be most effective in reducing vehicle trips into Maylands.
- East of England Regional Assembly. If funded and deliverable, park and ride schemes are an important means of reducing traffic in urban areas. Locations for park and ride schemes should be subject to appropriate traffic surveys. Changes to road network will be subject to the viability and deliverability of individual schemes.

No comments made, but the following said 'Yes':

- ~ Dacorum Environmental Forum
- ~ Piccotts End Residents Association
- ~ Leverstock Green Village Association - Environmental Sub-Committee
- ~ Natural England
- ~ Kier Property

QUESTION 18

Do you support this approach to improving the road network?

64 responses received

Yes - 55 responses

No - 7 responses

No preference – 2 response

Response

Actions

Respondents that answered ‘yes’ gave the following comments:

- A reduction of HGV traffic on Maylands Ave would be a good thing. However I am aware that Hemel has a lot of logistics companies in the town. I would not wish to see HGVs excluded from using Maylands if it was beneficial to them and their route.
- All options to improve the road network and the accessibility of the Maylands Business Area should be encouraged. In particular, improvements to the Green Lane/Breakspear Way roundabout need to be urgently investigated.

Respondents that answered ‘no’ gave the following comments:

- I would only support the North East Relief Road if it is restricted to cars. No HGVs or oil tankers should use it.
- While parking controls would be maintained on arterial roads, the attractiveness of business parks is the ability for drivers to park near to their workplace. Measures must not stifle investment into the area.
- Would probably cause noise and pollution in the nearby Woodwells Cemetery.

Comments from Key Organisations:

- West Hertfordshire Chamber Of Commerce & Industry. Considering it has been a plan since 1970 and not

implemented shows something. Tricky question to answer in terms of alternatives. If it is implemented then who should be able to use it and at what times should be carefully looked into.

- Hertfordshire County Council. The provision of road improvements (such as the North East Relief Road) and possible new road link into Maylands potentially has implications for bus service provision as this may provide more options for the routing of buses if roads are designed for their use. The North East Relief Road will channel HGV movements to the east of the central area of Maylands. Traffic modelling including the movements of buses should be used to understand traffic flows and to inform highway design.
- Kier Property. Strong support is provided towards the Council's intention to provide an additional access point into Maylands with the primary aim of the new road to alleviate congestion on Breakspear Way and Maylands Avenue.
- The Crown Estate. No decision should be made until it is known whether the large scale growth to the east of Hemel Hempstead will be reintroduced. The option put forward of a new entry into Maylands via the Gateway should be assessed in more detail using the County's traffic model.
- East of England Regional Assembly. Locations for park and ride schemes should be subject to appropriate traffic surveys. Changes to road network will be subject to the viability and deliverability of individual schemes.

No comments made, but the following said 'Yes':

- ~ Dacorum Environmental Forum
- ~ Markyate Parish Council
- ~ Piccotts End Residents Association
- ~ Leverstock Green Village Association - Environmental Sub-Committee
- ~ Hemel Hempstead Action Group

QUESTION 19

Do you support the review of accessibility zones within Maylands?

57 responses received

Yes - 46 responses

No - 9 responses

No preference – 2 response

Response

Actions

Respondents that answered ‘yes’ gave the following comments:

- I believe people want to park near to where they work, so car parks need to be provided. I don't think Park and Ride schemes help the environment much.
- If the transport (bus, cycle route, park and ride) systems are run efficiently and are effective, then there should not be as much need for parking and as such, one or two main locations within Maylands should be adequate.
- Increasing the network of roads can only help ease the bottlenecks but care will be needed to prevent moving flow problems to another point without resolving the peak travel problems.
- The hours people work dictate the transport they use and whether they are able bodied. Park and ride is fine for 9-5 if you can return to your car safely. It is very difficult to surpass the benefits of the private car.

Respondents that answered ‘no’ gave the following comments:

- The accessibility zones within the Maylands Business Area should only be reviewed if significant improvements are made to the public transport infrastructure in order to provide a realistic alternative to the car for existing and future businesses.
- A Park and Ride may reduce traffic within Maylands at

rush hour - but it would not be suitable for residents.

- Would probably result in higher HGV usage, with pollution, road damage and noise problems.
- Restricting car parking for business makes such properties less attractive in the market and creates operational difficulties.

Comments from Key Organisations:

- East of England Regional Assembly. Proposed parking measures should contribute to influencing travel change and provide flexible guidance in more accessible locations. The quantum and standards of car, bicycle, motorcycle and commercial parking should be considered.
- West Hertfordshire Chamber Of Commerce & Industry. Some companies may be deterred from investing in the area if parking is so tightly restricted.
- Kier Property. Whilst it is understood that there is a need to reduce the provision of car parking spaces throughout Maylands in order to support sustainability aspirations, the parking standards should be retained as they currently are with each situation assessed on a case by case basis.
- The Crown Estate. It is clear that in order to encourage more sustainable travel patterns to and within Maylands, it will be necessary to review which accessibility zones the areas fall within in order to impose stronger car parking restrictions where appropriate. Travel Plans in the area should also be encouraged in order to reduce the need for car parking.
- Dacorum Environmental Forum. Certainly support the idea of more shops and cafe's and transport plans for the area.
- Hertfordshire County Council. It is important that the balance between parking controls and accessibility by sustainable transport modes is right so as not to make it more difficult for those coming from less accessible areas to visit Maylands. Developer contributions will be needed to address current deficiencies in bus service provision.
- Homes and Communities Agency. The introduction of a

<p>Green Travel Plan could also help to promote the use of alternatives to the private car including public transport, thereby reducing the need for car parking in the Maylands employment area.</p> <p>No comments made, but the following said 'Yes':</p> <p>~ Piccotts End Residents Association</p>	
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QUESTION 20

<p>Do you support the principle of providing separate parking areas in Maylands for HGVs and cars?</p>	
<p>66 responses received</p> <p>Yes - 59 responses</p> <p>No - 7 responses</p>	
<p>Response</p>	<p>Actions</p>
<p>Respondents that answered 'yes' gave the following comments:</p> <ul style="list-style-type: none"> • There should be proper secure parking and facilities for HGV drivers. At present these do not exist in the town. They should not be too expensive to allow all drivers to make use of them and stop them having to park at the side of the road where they and their loads are vulnerable to crime. • Many continental drivers come here, they park on pavements and grass verges damaging everything. The residents have to pay the costs indirectly. • HGVs should be accommodated in the business park and space necessary for expansion of use. Car parking could be sited in multi storey sites and underground - it could also provide income. <p>Respondents that answered 'no' gave the following comments:</p> <ul style="list-style-type: none"> • No comments were made. 	

Comments from Key Organisations:

- Dacorum Environmental Forum. It is safer to provide separate parking areas.
- Hertfordshire Police Authority. Should make sure that development is compliance with Secure by Design principles.
- Hertfordshire County Council. Yes, as this may help to reduce vehicle conflicts.
- Kier Property. A suitable location should be provided for HGV parking which does not allow for the potential to cause detriment to the amenity of existing or proposed residential communities.
- East of England Regional Assembly. Proposed parking measures should contribute to influencing travel change and provide flexible guidance in more accessible locations. The quantum and standards of car, bicycle, motorcycle and commercial parking should be considered.

No comments made, but the following said 'Yes':

- ~ Piccotts End Residents Association
- ~ Dacorum Environmental Forum

QUESTION 21

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

62 responses received

Yes - 39 responses

No - 21 responses

No preference – 2 responses

Response

Actions

Respondents that answered ‘no’ gave the following comments:

- It is really necessary? Isn't there a better route through Maylands? I would support it as long as use was restricted to cars.
- If it is seen as a by-pass linking Maylands to the A4146 or A41 it may become necessary, subject to the growth of Maylands and whether or not the disputed 5000 homes to the east of Hemel Hempstead are built.
- Better public transport, park and ride.
- The proposed northern bypass could lead to an increased level of air noise pollution within the area together with more generally a greater number of movements impacting on the sensitive woodlands. As outlined in Dacorum Borough Council's "Study to Inform Appropriate Assessment" (April 2008) "The biggest threat to the Chilterns Beechwoods SAC would come from development to the west of Hemel Hempstead and/or the implementation of the Hemel Hempstead northern bypass". Furthermore, it is understood that the bypass/relief road (in its entirety) does not have sufficient funding for its delivery.

Respondents that answered ‘yes’ gave the following comments:

- No comments were made.

Comments from Key Organisations:

- West Hertfordshire Chamber Of Commerce & Industry. Adding a new road just encourages higher usage which should go against the Council's vision. Improve the roads that exist first.
- British Pipelines Agency. The layout, location and design of the relief road however, must take into account the existence of both the depot and the pipelines.
- Hertfordshire County Council. If road improvements are to be considered, it is important that improved routes do not simply attract more car trips, that the benefits of extra road capacity are locked in, and rat running is discouraged. The improved route should be designed so as to be conducive to bus use, and consideration should be given to bus priority measures, as well as high quality pedestrian and cycle routes. The new housing development at Spencer Park combined with the Maylands development will mean an increase in vehicle trips which should be modelled and the results used to inform highway design. At the moment, one major constraint to the serving of the area with buses is the width restriction on Three Cherry Trees Lane.
- The Crown Estate. It is important that this is not simply retained as a proposal because there has been a historical need for it.
- East of England Regional Assembly. Locations for park and ride schemes should be subject to appropriate traffic surveys. Changes to road network will be subject to the viability and deliverability of individual schemes.

No comments made, but the following said 'Yes':

- ~ Piccotts End Residents Association
- ~ Dacorum Environmental Forum
- ~ Kier Property

QUESTION 22

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

77 responses received

Yes - 70 responses

No - 7 responses

Response

Actions

Respondents that answered 'no' gave the following comments:

- We have a perfectly good centre at Cupid Green and Dacorum has a good record of recycling. Another centre would mean heavy lorries moving continually bringing more pollution - the last thing we need.
- This probably means erecting huge, unsightly and noisy wind generators, which would be completely incompatible with a quiet country park/woodland

Respondents that answered 'yes' gave the following comments:

- Of course an area should be set aside but what sustainable energy sources are currently economic or efficient.

Comments from Key Organisations:

- Herts Biological Records Centre. We support the proposals for a Green Energy Centre as this could provide opportunities for biomass disposal generated from landscape management operations throughout the borough - eg grass or tree and shrub cuttings unfit for livestock fodder.
- The Crown Estate. Should the growth agenda to the east of the town be reintroduced, then it would be logical to link this centre in with the new neighbourhoods to the east. If possible sufficient flexibility should be incorporated so that this centre could also benefit mixed use new neighbourhoods in future. The main constraints to wind

energy development at the site will be from infrastructure constraints and the acceptability to nearby residents from noise and visual impact issues.

- West Hertfordshire Chamber Of Commerce & Industry. This ought to be a great opportunity and an exciting prospect for Hemel to lead the way for the county in this rising sector if it is planned properly and new businesses (and therefore job opportunities) can grow up around it and benefit as a result. But it looks as though there is a lot of different 'pulls' for the space in Maylands already (Park & Ride, stadium, relief roads, HGV parking etc.)
- Hertfordshire County Council. Yes, however, the use of biomass as a sole source of fuel may not pose the most sustainable option as the crop would need to be imported and would not serve the businesses in close proximity. If this requirement is to be met a more sustainable option may be to collect the commercial and industrial waste from the units and then sell the energy back to them (CHP). The County Council considers that industrial/employment sites, particularly those in urban areas, would be preferable to other sites, and in principle, considered acceptable to accommodate a waste facility, when using the sequential approach to be set out within emerging policy.
- Kier Property. Support is provided in principle for the development of a green energy centre, although this is subject to the location, size and cost of such a facility.
- East of England Regional Assembly. The Council is encouraged to set ambitious local targets for carbon reduction and provision of renewable energy. The proposed development of a green energy centre in Hemel Hempstead is noted.

No comments made, but the following said 'Yes':

- ~ Piccotts End Residents Association
- ~ Markyate Parish Council
- ~ Environment Agency
- ~ Dacorum Environmental Forum
- ~ British Pipelines Agency

~ Hemel Hempstead Action Group	
~ Homes and Communities Agency	

QUESTION 23

Which of the following options do you think is the most appropriate location for a Green Energy Centre?	
<p>68 responses received</p> <p><i>Responses Received</i></p> <p>Option 1: Land to the east of Buncefield 5</p> <p>Option 2: Land south of Boundary Way 7</p> <p>Option 3: A site within the Buncefield Oil Depot 25</p> <p>Option 4: No preference 29</p> <p>Option 5: Other Location 2</p>	
Response	Actions
<p>The majority of respondents did not have a preference but Option 3 was a close second choice.</p> <p>Comments on Option 3:</p> <ul style="list-style-type: none"> • A site within the Buncefield Oil Depot. Development on greenbelt land should not be considered. • And all buildings in Maylands should be low or zero carbon. Large buildings are ideal for solar panels on roofs. • Building on the Green Belt should be avoided. <p>Comments from Key Organisations:</p> <ul style="list-style-type: none"> • The Health and Safety Executive. No preference. Planners and developers should be mindful of the constraints imposed by the land use planning consultation zones around the terminal. Developments of particular type will attract an advise against response from the HSE 	

depending on their location and sensitivity.

- British Pipelines Agency. The siting of such a facility would be subject to regulations for siting and operation and therefore the relevant assessment of risk and impact will need to be made with regard to all surrounding existing uses.
- West Hertfordshire Chamber Of Commerce & Industry. Much depends on the feasibility of the Centre and where most people can benefit from it.
- East of England Regional Assembly. The Council is encouraged to set ambitious local targets for carbon reduction and provision of renewable energy. The proposed development of a green energy centre in Hemel Hempstead is noted.
- Homes and Communities Agency. The best location for a Green Energy Centre will depend upon the precise type of technology being introduced.
- The Crown Estate. Option 1 is preferred. It would be useful to know if the Council has established that there is sufficient land within the Buncefield Oil Depot to accommodate a Green Energy Centre and whether this use would be compatible in such close proximity to the depot.
- Kier Property. Option 2 is preferred. The green energy centre should be located so as not to undermine the development of other necessary facilities within the area. Care should also be taken to ensure there is no detriment to existing or proposed residential developments or developments which are yet to be built.
- Dacorum Environmental Forum. Option 3 is preferred. A green energy site within the Buncefield Oil Depot is the best location. It is to be assumed that this location would replace the Oil facility.

QUESTION 24

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

71 responses received

Yes - 60 responses

No - 6 responses

No preference – 5 response

Response

Actions

Respondents that answered 'no' gave the following comments:

- Make the old Lucas factory site into a park with a modern hotel/conference centre nearby.
- Cannot understand the assertion about green spaces. Hemel has only one park (Gadebridge) and one wild-life area (Bunkers Lane) due to be built on. There is a huge amount of green space in the Maylands area. For example the disused Lucas site, and not to mention the large areas of 'brownfield' in the Industrial area.

Respondents that answered 'yes' gave the following comments:

- A real effort should be made to ensure that they take people swiftly safely and easily to where they want to be. They should not be a "tick in the box" where it would be far more logical to cycle/walk down the road.
- The open land being lost is of limited value but as a general principle there is a need to retain natural greenspace (accepted as beneficial by Natural England) and heavily landscaped grounds and artificial green corridors should not be seen as an alternative.
- I feel strongly that some thought should go into providing better services for not only the daytime population but choosing and deciding on some improvements that also help local residents.

No preference:

- No comment although note that the detailed implications of the Green Space Strategy need to be compatible with the operational and safety requirements of existing uses within the area.

Comments from Key Organisations:

- Herts Biological Records Centre. We support the provision of Green Spaces associated with any significant housing growth. These will include the Nicky Line, as well as the wooded hedgerows and green lanes of the roads through the area, including Buncefield Lane, Wood Lane End, Green Lane, Three Cherry Trees Lane and Cherry Tree Lane. All of these provide wildlife corridors and a local distinctiveness reflecting the former field boundary heritage of the area. They should be retained and enhanced where possible, or retained as recreational features if other access routes are required.
- The Environment Agency support the concept of a green network. If there is significant housing then SuDS should be included (particularly ponds and swales). The document should promote opportunities to enhance wildlife value via green roofs and native planting in green corridors. The woodland belts destroyed by Buncefield should be restored.
- Hertfordshire Police Authority. Should make sure that development is compliance with Secure by Design principles.
- Leverstock Green Village Association - Environmental Sub-Committee. The protection of the Green Belt is paramount. It absorbs CO2.
- Natural England. We have offered advice previously on the need to integrate greenspace provision within the AAP area into the existing and wider green networks, and we are pleased that this approach is forming part of the AAP process.
- Homes and Communities Agency. Sufficient linked green space should be provided throughout the area to promote biodiversity and improve both visual and leisure amenity for local people.
- The Crown Estate. The loss of this designated area,

<p>sufficient open space needs to be provided elsewhere. Any mixed use neighbourhoods to the east of town should provide the appropriate level of open space for the new population and appreciate buffers to the M1.</p> <ul style="list-style-type: none"> • East of England Regional Assembly. The AAP should include policy guidance on the impact of development on the local landscape and natural environment. <p>No comments made, but the following said ‘Yes’:</p> <ul style="list-style-type: none"> ~ Piccotts End Residents Association ~ Dacorum Environmental Forum ~ West Hertfordshire Chamber Of Commerce & Industry ~ Hemel Hempstead Action Group ~ Hertfordshire County Council ~ Kier Property 	
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QUESTION 25a

Do you prefer relocation Option 1?	
<p>46 responses received</p> <p>Yes - 24 responses</p> <p>No - 18 responses</p> <p>No preference – 4 responses</p>	
Response	Actions
<p>Respondents that answered ‘yes’ gave the following comments:</p> <ul style="list-style-type: none"> • It is not in a nice spot at the moment but there is a lack of camping facilities near to London. Could it be moved nearer to the Railway Station? This would also mean better access to the town. 	

- The site needs to be closer to the town centre in order to support our shops and restaurants. Putting the site in Bedmond Road is too far away.
- We should not be looking to relocate this in the Green Belt. The current location would minimise any traffic delays caused by caravans.
- This area should be kept free for development plans as stated. A caravan site in the middle of an industrial / business park is not very tourist friendly.
- I believe that this is an important facility for caravaners and a site should be retained. Ideally near public transport links to London but such a site may be difficult to identify. I believe that a wider area could be considered, say within a 5 mile radius of the town. Caravaners will all have cars (and possibly bicycles) and I do not believe a relatively short drive to a station would be a problem.

Respondents that answered 'No' gave the following comments:

- Not if it means using Green Belt land.
- Remain where it is presently - good transport links.
- This site has been here for nearly 30 years. It should not be relocated because of one accident.
- Should remain where it is.
- Too close to Buncefield.
- Put the caravan park alongside the park & ride facility.

Comments from Key Organisations:

- No comments made, but the following all said they preferred Option 1:
 - ~ Piccotts End Residents Association.
 - ~ Leverstock Green Environmental Sub-Committee.
 - ~ Hemel Hempstead Action Group.

QUESTION 25b

Do you prefer relocation Option 2?

37 responses received

Yes - 8 responses

No - 27 responses

No preference – 2 responses

Response

Actions

Respondents that answered 'yes' gave the following comments:

- I am not sure of the exact location but it is a nice area. Caravan Club sites are extremely well run in my experience. There needs to be easy access for large caravans.
- Any future expansion of this site must not encroach on Bunkers Park.

Respondents that answered 'no' gave the following comments:

- Not if it means using up countryside areas.
- Bedmond Road has already been considered and turned down by the Development Control Committee due to access problems. Problems were envisaged in the narrow approaches via Bunkers Lane and Blackwater Lane.
- Bunkers Park should be kept as open space. Insufficient access for caravans. Bedmond Road too narrow for access. Traffic already too heavy in Leverstock Green - caravans will make it worse.
- The Caravan Club has already failed to gain planning permission on this site. Proximity to Bunkers Lane makes this site unsuitable for the potential traffic impact. To access this site many trees and green space would be destroyed for new access infrastructure. I am

<p>disappointed that the Council has not identified somewhere else bearing in mind the time they have had to consider this site.</p> <p>Comments from Key Organisations:</p> <ul style="list-style-type: none"> • Leverstock Green Village Association - Environmental Sub-Committee. Traffic access is limited. No access via Bunkers Lane and Blackwater Lane would be difficult to enforce. • Homes and Communities Agency. Use of existing Bunkers Park land would be unacceptable. However, I understand the area proposed would be owned by the Homes and Communities Agency on the approach to Bunkers Park which I would strongly prefer not be developed with the Caravan Club site as it would limit the rural feel of Bunkers Park. However the disputed status of the access road to Bunkers Park car park needs to be sorted out, the Homes and Communities Agency suggests users are trespassing, and the signpost indicating Bunkers Park is absent. 	
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QUESTION 25c

Do you prefer closure (Option 3)?	
<p>42 responses received</p> <p>Yes - 12 responses</p> <p>No - 29 responses</p> <p>No preference – 1 response</p>	
Response	Actions
<p>Respondents that answered ‘yes’ gave the following comments:</p> <ul style="list-style-type: none"> • It has to be located somewhere. 	

<p>Respondents that answered 'no' gave the following comments:</p> <ul style="list-style-type: none"> • There is a lack of these sort of facilities around London. I am very much against closure. • The site should remain where it is. • The current site is no problem. • I see no reason to remove the site in the interests of a totally misconceived plan. It would be useful for caravan tourists to be close to the proposed parkland/woodland area. <p>Comments from Key Organisations:</p> <ul style="list-style-type: none"> • Piccotts End Residents Association Provides useful facility and helps to attract visitors who use some facilities. • Leverstock Green Village Association It is a business opportunity and an amenity the town can offer. 	
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QUESTION 26

Do you support the relocation of the caravan storage site to the east of Buncefield?	
<p>52 responses received</p> <p>Yes - 29 responses</p> <p>No - 19 responses</p> <p>No preference – 4 responses</p>	
Response	Actions
<p>Respondents that answered 'yes' gave the following comments:</p> <ul style="list-style-type: none"> • No additional comments made. 	

Respondents that answered 'no' gave the following comments:

- Not on Green Belt land.
- The site is well used and therefore it should remain where it is presently located.
- The caravan storage site should be located on land which is deemed to be uneconomical (and unattractive) to developers. It should not be located on potentially good employment/residential land. Perhaps the constrained land around the oil terminal may be more appropriate.
- Utilise unused space on Buncefield.
- Leave it where it is.
- Put it with the park & ride facility.

Comments from Key Organisations:

- East of England Regional Assembly state that the provision of facilities for all aspects of culture and leisure should be addressed on an appropriate scale to local settlements.
- No comments made, but the following said 'Yes':
 - ~ Piccotts End Residents Association
 - ~ Dacorum Environmental Forum

QUESTION 27

Do you support our approach for providing additional burial space around the town?	
<p>65 responses received</p> <p>Yes - 42 responses</p> <p>No - 19 responses</p> <p>No preference – 4 responses</p>	
Response	Actions
<p><i>Respondents that answered ‘yes’ gave the following comments:</i></p> <ul style="list-style-type: none"> • Green Belt land is not to be seen as a soft option. Any sort of development of Green Belt land is to be avoided. • Please reconsider the use of Green Belt Land, surely there must be an alternative to this, but burial space should always be provided. • Also consider relocating the existing cemetery on Breakspear Way/Green Lane. • Cemetery could become a landscaped area to be enjoyed by everyone and other cemeteries could be developed elsewhere. • There is no space for burial as the town is growing at a fast pace. We need somewhere for this. • Keep them in close proximity - visiting families may need to visit both sites. • More space needed and some cultures do not accept cremation. • Provided that Woodwells Cemetery has been allowed to use up the space around it, which was originally intended for burials. Relocation should not be an excuse for closing the cemetery and surrounding it with a 'concrete jungle'. 	

Respondents that answered 'no' gave the following comments:

- There was a lot of support for considering a new crematorium and improving the existing facilities.
- The area is already allocated for expansion.
- Build a crematorium. Space is too valuable.

Comments from Key Organisations:

- Markyate Parish Council felt that the site should be extended.
- Dacorum Environmental Forum ask what is wrong with the existing site.
- Herts Biological Records Centre highlight that cemeteries can also provide valuable greenspace within urban or urban fringe areas, and can contribute to a place of peace and tranquillity as well as be of value to wildlife. Further provision should consider these attributes in any provision of or potential management of new burial spaces. 'Green Burial' provision could also be considered – e.g. woodland, orchard or even meadow.
- Environment Agency highlight that there will be limitations on burial sites. We would object to new burial space in Inner Source Protection Zones or closer than 250m from an abstraction. Other limiting factors can be found in the Environment Agency's document 'Groundwater Protection: Policy and Practice (p85-87).
- The Crown Estate highlight that land may be available to the very north east of The Crown Estate's Gorehambury Concept Area shown as open space. This area is envisaged to maintain separation between the built up area of Hemel Hempstead and Redbourn and maybe a suitable location. This would however fall within St Albans District. This would be accessible if the town was expanded to the east, but without this additional development it would not be as accessible for the town's residents.
- Hemel Hempstead Action Group state that people still choose to be buried. A congenial new burial place is

<p>needed.</p> <ul style="list-style-type: none"> • East of England Regional Assembly state that provision of facilities for all aspects of culture and leisure should be addressed on an appropriate scale to local settlements. • Woodwells Cemetery. The major impact on the cemetery will probably come from the future of the land beyond the present eastern boundary. If this land is to be dedicated to industrial or residential use then I suggest that the screening of this boundary by close-planted trees or high hedgerow should be considered as a matter of urgency. The area surrounding the cemetery could be considered for a park, woodland, and wild-life area than expanding what is at present a somewhat run-down industrial estate. <p>No comments made, but the following said 'Yes':</p> <p>~ Piccotts End Residents Association</p>	
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QUESTION 28

Do you support the principle of relocating the nursery further away from Buncefield towards the Gateway on Maylands Avenue?	
<p>62 responses received</p> <p>Yes - 47 responses</p> <p>No - 12 responses</p> <p>No preference – 3 response</p>	
Response	Actions
<p>Respondents that answered 'yes' gave the following comments:</p> <ul style="list-style-type: none"> • But needs to be accessible to parents who work on Maylands, with adequate parking. <p>Respondents that answered 'no' gave the following comments:</p>	

- It needs to be central to Maylands for easy access by parents. Plenty of parking should be included.
- Keep it central.
- Why move it?
- To be left at present site as long as owners and service users are happy with present location.
- Perhaps closer to the Heart of Maylands.

Comments from Key Organisations:

- East of England Regional Assembly state that the provision of facilities for all aspects of culture and leisure should be addressed on an appropriate scale to local settlements.
- The Crown Estate. The principle of relocating the nursery further away from Buncefield is supported. The location will depend on land availability. The building for community use at Spencers' Park (H18) could be a possible alternative location if the size of the site is appropriate.
- Whilst Kier Property understand the need to relocate the nursery further away from Buncefield this does not necessarily need to be located within the Gateway on Maylands Avenue. There is no justification provided as to why the nursery will be best located within Maylands Gateway.

No comments made, but the following said 'Yes':

- ~ Piccotts End Residents Association
- ~ Dacorum Environmental Forum
- ~ British Pipelines Agency

QUESTION 29

Do you support the principle of the town stadium complex?

72 responses received

Yes - 52 responses

No - 15 responses

No preference – 5 responses

Response

Actions

Respondents that answered ‘yes’ gave the following comments:

- It would provide a prestigious focus for the town providing it had adequate security and was not near to residential streets.
- Anything to improve the standard of sports facilities in Hemel is welcome.
- Is it not possible to expand the existing stadium facility in Jarman Park?
- A town of this size should have a sports stadium.
- Sports stadium would be fantastic for the town and improve options for sport for all in the community.
- It would be good to encourage people to be more active. My one comment would be that it was affordable to low income families.
- If it were built large enough and in the best possible place maybe residents could choose.
- We are a modern town and need modern facilities.

Respondents that answered ‘no’ gave the following comments:

- Concerns around the site location plus no facilities available. No hospital, no A&E lack of emergency services - lack of police resources.

- I do not know that a case has been made for one.
- We already have a sports ground on St Albans Hill. The Lucas site should form part of my proposed parkland/woodland/wildlife area. There is no need for a sports stadium there.
- We have a sports athletics track and a new skiing complex in Jarman Fields. Jarman Fields should be the sporty area, not Maylands Avenue.
- Not affordable.
- The Borough cannot properly look after the roads, where does the Council expect to get the money for building it and the upkeep of such a facility. Who is expected to use it and who is expected to pay for it? We are already burdened with exorbitant Council Tax.
- Traffic already too bad in Hemel Hempstead insufficient access and parking available.
- Not needed, no money, use existing facilities.
- It is better to add/improve/develop what we have now than take up more valuable land needed for housing.
- The facility at Jarmans Fields could be upgraded to a complex if it is necessary at all.
- It is better to add/improve/develop what we have now rather than take up more land which is precious for the proposed housing.

Comments from Key Organisations:

- East of England Regional Assembly state that the provision of facilities for all aspects of culture and leisure should be addressed on an appropriate scale to local settlements.
- Piccotts End Residents Association. Not sure if there is any need.
- Leverstock Green Village Association. Noisy sporting facilities with lighting should be kept well away from residential area. Also out of normal working hours parking should be available and less obtrusive.
- Sport England. On the assumption that the Council's

feasibility study has demonstrated a clear need for such a facility. Putting a town stadium on the eastern side of Hemel Hempstead close to the A414 and M1 would appear to be appropriate in principle. Accessibility from the road network, located in relation to the Maylands Business Area which it could complement by providing supporting facilities. This area would also be appropriate for helping to meet the community sports facility needs associated with the growth of Hemel Hempstead.

- The Crown Estate. The land take required accords with the location shown on the Gorhambury Concept and could be located adjacent to a Park and Ride providing some parking for the stadium outside of working hours when the Park and Ride would be most utilised. However, The Crown Estate believes that for this use to be successful and viable in this location, new neighbourhoods and facilities would also need to be planned in this area as part of an integrated master planning approach.
- Hertfordshire Police Authority. A new stadium would have implications for local policing of the area. If a town stadium is proposed then the Police Authority should be consulted to ensure safety measures are employed in the design. Proposals should also contribute to the cost of additional police infrastructure that would be needed.
- West Hertfordshire Chamber of Commerce & Industry. A strong business case needs to be put forward as well as ensuring there is public demand for the facility if one is to be built. Public funds could well be used elsewhere and a stadium is a huge project to invest in, or the money could be used to improve the facilities that there are (probably for lower cost).

QUESTION 30

Do you agree with the recommended broad location for the facility?	
<p>62 responses received</p> <p>Yes - 47 responses</p> <p>No - 12 responses</p> <p>No preference – 3 responses</p>	
Response	Actions
<p><i>Respondents that answered ‘yes’ gave the following comments:</i></p> <ul style="list-style-type: none"> • Do not want it all near Buncefield. • Put it in the existing town. <p><i>Respondents that answered ‘no’ gave the following comments:</i></p> <ul style="list-style-type: none"> • Between junction 8 and Westwick Row to A414 for road access. • Breakspear Way - Green Lane and Westwick Row (away from Buncefield). • Pennine Way/Camelot Rugby Club. <p><i>Comments from Key Organisations:</i></p> <ul style="list-style-type: none"> • British Pipelines Agency. The stadium complex should be located away from the main industrial part of Maylands as a whole, where a diverse range of activities and hazards exist. Locating the complex near industrial facilities would potentially create undue pressure on existing and potential industry in Maylands in the future, particularly if the sporting facilities require expansion. At the very least, any such complex should be to the south of Breakspear Way. • East of England Regional Assembly. Provision of facilities for all aspects of culture and leisure should be addressed on an appropriate scale to local settlements. 	

<ul style="list-style-type: none"> Highways Agency. A proposed stadium complex could have an effect on the A414 Breakspear Way. A residual effect on the M1 Junction 8, particularly after major events/games. <p>No comments made, but the following said 'Yes':</p> <ul style="list-style-type: none"> ~ West Hertfordshire Chamber Of Commerce & Industry ~ Leverstock Green Village Association - Environmental Sub-Committee 	
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QUESTION 31

Do you support the option to relocate Cupid Green Depot?	
<p>64 responses received</p> <p>Yes - 32 responses</p> <p>No - 26 responses</p> <p>No preference – 6 responses</p>	
Response	Actions
<p>Respondents that answered 'yes' gave the following comments:</p> <ul style="list-style-type: none"> No comments were made. <p>Respondents that answered 'no' gave the following comments:</p> <ul style="list-style-type: none"> I would only support this if the land to the east of Boundary Way had been put to good use. The Council seem very keen to develop to the east of Buncefield. However, this should only be done once the rest of the Maylands area has recovered and is looking prosperous. Not on Green Belt land. The Cupid Green Depot seems to work reasonably well. If access is a problem for one thing why replace it with another problem, access to houses would surely be 	

equally if not more difficult.

- It works, it's not in a residential area and if it needs expansion you have (a) the council depot (b) scrap yard.
- Needs to be accessible during peak times.
- Unless it can be integrated into a CHP project.
- Fine where it is. Why do you want to spend money that we do not have?
- No reason to move it.
- At present doesn't interfere with residential areas and is easily accessible.
- It is well used and successful in its present location and causes minimal disruption to the area.
- The area east of Buncefield might take it close to Woodwells Cemetery, with the prospect of pollution and odour.

Comments from Key Organisations:

- Hertfordshire Biological Records Centre. We support the potential for location of a waste recycling centre to coexist with a green energy centre, thereby contributing to the biomass facility. If this requires re-locating Cupid Green, we would support such an approach.
- Hertfordshire County Council. The Council would normally safeguard Cupid Green and normally oppose development proposals which would prevent or prejudice the use of this land for those purposes unless suitable alternative provision is made. However, the relocation of both the depot and the Household Waste Recycling Centre within Maylands would be welcomed, particularly if additional space could be provided to meet the needs identified by the municipal waste management strategy to further improve the recovery of waste. Your attention is drawn to the need for site waste management plans (SWMP). SWMP are required by law for all construction projects that are worth more than £300,000. This aims to reduce the amount of waste produced on site and should contain information including types of waste removed from the site and specify where that waste is being taken to. Projects over £500,000 may require further

<p>information. Good practice templates for producing SWMPs are available.</p> <ul style="list-style-type: none"> • Environment Agency. We would object to relocating Cupid Green into an Inner Source Protection Zone. Limiting factors can be found in the Environment Agency's document 'Groundwater Protection: Policy and Practice (p35-41). Consideration must be given to the impact on the surrounding area (odour and noise). • The Crown Estate. An extension of Spencer's Park to the east is a more sustainable option for residential development in this area. This would not require any re-location of uses. A new neighbourhood at Spencer's Park and to the east would be able to provide a number of community facilities and services which could not be provided at Cupid Green. • East of England Regional Assembly. The AAP should include guidance on waste management and recycling during and following development. Large scale new development schemes may present opportunities for generating energy from waste. <p><i>No comments made, but the following said 'No':</i></p> <ul style="list-style-type: none"> ~ West Hertfordshire Chamber Of Commerce & Industry <p><i>No comments made, but the following said 'Yes':</i></p> <ul style="list-style-type: none"> ~ Piccotts End Residents Association 	
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QUESTION 32

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

44 responses received

Yes - 27 responses

None – 7 responses

No preference - 10

Response

Actions

Respondents that answered 'yes' gave the following comments:

- Cycle Ways.
- Good looking, architecturally designed buildings, with squares with shops and restaurants, cafes and bars.
- Sports, shops and restaurant facilities.
- Inside meeting places.
- Landscape and maintenance including green relaxation areas.
- Exceptional design. Costs to encourage top quality facilities for prestigious, state of the art development.
- Roads, public transport and landscape maintenance.
- Facilities for the youth.
- Waste disposal facilities.
- Social Facilities. Education. Area enhancement - promoting Dacorum and Maylands with an attractive scene.
- Utility supply.
- The infrastructure needs sorting before anything can be achieved. Road, hospitals, doctors, dentists, shops, but most of all things for kids to do. Cut down the crime rate -

more policing.

- Social activities for the teenagers of Hemel Hempstead. Leisure facilities that are affordable to the average family. An A&E at Hemel Hempstead Hospital.
- 1. Hospital - near M1, could serve Hemel Hempstead and St Albans better than Watford General. 2. Hotel/conference centre with leisure facilities.
- 'Total' should be made to provide a completely safe blast-proof surround for their continuing activity. As far as I am aware there is no place to erect huge surrounding mounded areas to protect the surrounding area.
- Hemel Hempstead needs a LIDL or ALDI store to increase competition between existing supermarkets.

Respondents that answered 'none' gave the following comments:

- Aviva acknowledges the need for improvements to the infrastructure of East Hemel Hempstead. However, any contributions need to be of a level that does not place significant burdens on developments so as to make them unviable. Improvement should not be reliant on developer contributions as they may never happen. There should be a carefully controlled budget provided from other services (e.g. BID/Grant Aid from EEDA/Central Government).

Respondents that did not give a preference made the following comments:

- Developer contributions should only be sought when they are directly related to particular applications and are wholly appropriate to the application being approved.
- Any developer funded infrastructure must be within the terms of government policy guidance and fairly and reasonably related to the proposed development.
- All developer contributions will need to be appropriately related to the development to which they are associated and will be required to meet the tests set out in circular 05/05.

Comments from Key Organisations:

- Hertfordshire Biological Records Centre. Contribution to the management of open spaces / landscaping works.

<p>This could be achieved as capital works if ongoing environmental management (revenue costs) is not considered appropriate for service charges.</p> <ul style="list-style-type: none"> • Dacorum Environmental Forum. Developers should contribute to transport facilities (as they will get the benefit from this) and also contribute to renewable energy needed for the Maylands area. • Hertfordshire Police Authority. The AAP must include a policy to define infrastructure and enable developer contributions to be secured by key service providers towards new infrastructure required to serve the development. PPS12 recognises the police as a key service provider, as does the East of England Plan. Critically, the police play an important role in the delivery of safe and sustainable communities, a Government objective which underpins the planning system. • Hertfordshire County Council. Developer contribution should be sought for green energy facility, housing and relevant infrastructure to mitigate any impact on existing services and infrastructure. Reference to the Hertfordshire planning obligation toolkit would be useful. Developers should be contributing to enhancements to the sustainable transport network e.g. bus stop infrastructure improvements, bus service improvements, information/marketing/ticketing of bus services, bus priority measures, cycle parking/provision of cycle lanes, improvements to pedestrian routes. • The Crown Estate. More detailed work will need to be undertaken in order to establish what infrastructure works will be required. It is vital that new development contributes towards highway improvements in the area including the North East Relief Road if it is still required. Any requests for development contributions need to be clearly linked to the development in accordance with Circular 05/05 on Planning Obligations. Requests also need to be reasonable taking into account the viability of the proposals, particularly if there are costs associated with re-locating uses. • Piccotts End Residents Association. Multipurpose indoor sports facility. • Thames Water. Infrastructure provided may include sewerage; however more detailed information in respect 	
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<p>of scale and precise locations for development will be required in order for Thames Water to assess the impact on existing networks and requirements for new or upgraded infrastructure. Water and sewerage infrastructure must be in place in time to serve other types of development in order to avoid unacceptable impacts on the environment. It should be made clear that 'utilities infrastructure' includes water and sewerage, in addition to those types of infrastructure that can be funded through planning obligations/developer contributions.</p>	
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QUESTION 33

Are there any other key planning issues or options relevant to East Hemel Hempstead?	
<p>44 responses received</p> <p>Yes - 37 responses</p> <p>No - 3 responses</p> <p>No preference – 4 responses</p>	
Response	Actions
<p><i>Main issues raised:</i></p> <ul style="list-style-type: none"> • Housing should be considered within the light of expansion of Maylands. However, with the current economic climate the infrastructure for existing residents should be upgraded and secured before expansion is considered. In addition, provision for housing expansion into green belt land should be not be an option as this could lead to coalescence with St Albans. • Affordable housing for residents must be available within easy walking distance of the work place and also the provision of a good public transport system. • The requirements of young people (first time home owners) should be carefully studied as they do not wish to live in locations which are a considerable distance from employment with the need to use cars as the only means of transportation. 	

<ul style="list-style-type: none"> • It is a good plan. However the council must ensure that this is a means to and end i.e. the end is to bring prosperity to the town. The plan must enable this and not become an obstacle to it. • Careful consideration needs to be given to social housing and development to ensure that infrastructure supports in respect of health care and road access. • Green belt should not be built on. More green belt should be made available to act as the lungs for the Dacorum area. There is not the infrastructure in place to support existing residents let alone any new residents. • Buncefield must be controlled to ensure safety is paramount. • There should be a greater co-ordination between economic development and Planning Policy and Control. Planning for East Hemel Hempstead should try to counter the on-going decline in employment and investment. The strategy should try and encourage new development. Flexibility is important and the strategy should not constrain development by being too rigid. The strategy should encourage new investment by acknowledging the needs of employers, employees and investors. The market constantly evolves and the strategy should be capable of evolving with the times. Development should be considered on the basis of their architectural merit and their contribution to the employment opportunities rather than being constrained by a rigid policy which will act as a deterrent as opposed to a position facilitator. • Heliport link to Heathrow/Gatwick, Birmingham, Liverpool and Manchester. This can be linked to the rail and coach links proposed. Hemel Hempstead must be the envy of the southeast. A highly desirable place to work with good travel links, accommodation (hotels) and links to the rest of the country. • The vision is very comprehensive but omits reference to anything to do with care in the community and hospital facilities. • As per your draft policy accommodation for Gypsies and Travellers on page 9 - Final paragraph 1) Good access to the M1 and A41 2) Minimising potential disturbance Surely it would make sense to put a site to the east of 	
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Boundary Way.

- If you want to regenerate the town centre then there should be no out of town retail development beyond the existing level. We need to get back into the town centre large retail outlets. Out of town visitors need good parking. It's folly to think that park and ride will solve the problem. Parking is priced to prevent short visits like banking, dry cleaners. A minimum 90 min park is levied and we wonder why shops are closing.
- Most of the plan is good but please do not overdevelop this area. We do need more houses that people can afford. 500 is too many in one place. You should spread development around the town. We have experienced flooding in our back garden.
- The plan seems ok in the main. But would local residents on a low pay scale be able to afford all the new ideas? Public transport is very patchy off peak times and very expensive. People are still better off using the car - not what the plan prefers. We need better access to some of the estates.
- The issue of rush hour traffic in Maylands Avenue and Leverstock Green needs to be addressed. If new business is attracted to Maylands Avenue it will be a big problem if the traffic congestion is not dealt with. What about a bypass for Leverstock Green round Westwick and connecting with a new access road for Maylands/NE Hemel relief road?
- Increase in residential units may lead to need for new primary school, library facilities, etc. If the vision is to reduce the need to travel by car, all reasonable needs must be addressed in the locality. The priority must always be to cater for and encourage Maylands to be a strong, cutting edge business park. All actions should ensure this can be achieved.
- It is essential that existing residents have the best quality of life before forcing another 17,000 homes into the local community. Local amenities must not be stretched.
- Abandon the Plan. Consider developing a park/woodland/wildlife area. Concentrate on bringing the existing Maylands Industrial area up to a reasonable standard. At present it has an air of dereliction, and fails

to attract new businesses.

- Ensure that Woodwells Cemetery continues in use, and is allowed to expand as originally planned, and that the integrity of its tranquil atmosphere is not compromised by insensitive 'concretisation'. No further residential development before Hemel's standard of all other New Towns in UK.
- Whilst I am generally in favour of development in order for an area to be vibrant, dynamic and thrive, I am equally against many of the proposals at this present time (due to the insufficient nature of the accompanying documentation) to make a fair and informed choice.
- Maylands is suffering a significant reduction in occupied business space in present market conditions. Now is the time to invest in the current area without further expansion eastward towards the motorway.
- The council is being too prescriptive. The whole area needs desperately to be re-generated and business attracted (especially given the figures quoted in this report). The strategy seems to be based on office based "blue chip" companies coming into the area. Unfortunately Buncefield has blighted the town. We should be extremely flexible in relation to the requirements of any company that wants to locate here.
- The whole area needs regeneration. You (the council) need to be flexible about the type of businesses that want to be in the area. After Buncefield we need to work hard to attract business.

Comments from Key Organisations:

- **Environment Agency.**
 - ~ Buncefield oil depot - an additional guiding principle should be added stating "the importance of safeguarding natural resources as part of any development". The Buncefield incident has demonstrated the implications a pollution incident can have on the environment. This should be recognised. The re-development of the site should therefore include all reasonable measures to mitigate against such impacts. Two new objectives should be included to ensure: re-development recognises the importance of protecting the underlying aquifer and surrounding

environment biodiversity is enhanced by the retention and enhancement of existing habitats and creation of new habitats.

- Dacorum Environmental Forum. It is vital that east Hemel Hempstead becomes an area for sustainable energy. Homes, factories and offices should be powered on renewable energy. There should be clean, efficient regular public transport run on renewable energy, supported by excellent cycling and walking facilities. We should invite companies into the area that are union friendly and want to provide well-paid employment. It is essential that all green spaces in east Hemel Hempstead are not only protected but are extended.
- CABE. Most Area Action Plans are found to: need to set out the vision and the strategy for the area more clearly, too often focus is on policies rather than the strategy, lack of maps, diagrams and photos to illustrate the strategy. The Area Action Plan needs to: tell the story of the place, express aspirations and be proactive and positive about the future of the place and say how to achieve this.
- Natural England. We would emphasise the need to maximise biodiversity retention and potential biodiversity gain through the sensitive redevelopment of previously-developed 'brownfield' sites within the AAP. These sites have considerable potential to help meet local BAP targets, and particularly the provision of habitat suitable for UK BAP invertebrate species on land required to provide safety buffer zones for the restoration of the Buncefield storage depot under the CMAH guidelines.
- **Hertfordshire County Council.**
 - ~ Archaeology. The area covered by the East Hemel Hempstead Area Action Plan has been identified as significant in terms of the historic environment. The County Council has previously commented on the archaeological implications of the planned redevelopment of Maylands, and potential housing allocation sites. As the County Council takes the view that archaeology may be constraint on the development of this site, its previous comments are reproduced, as follows: 'We consider there to be a risk that archaeological remains that are nationally important, and thereby worthy of preservation in situ, are present. Because the

presence of such remains could be a reason for refusal of any planning application, it is necessary that an archaeological assessment take place before the application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal. We would also recommend that a rapid archaeological assessment is undertaken of all the sites listed below before being allocated for development, in order to determine if the importance and extent of archaeological remains are such that they might affect the principle of development on the site. Such assessments normally comprise desk-based studies and carefully targeted archaeological test-pitting or trail trenching and are relatively inexpensive.

~ Reference to the Hertfordshire planning obligation toolkit would be useful.

~ Minerals and Waste. How will the Area Action Plan relate to other plans and strategies? This section states how the AAP related to National, Regional and local policy documents for conformity purposes and in having regard to the relevant community strategy. Whilst it is recognised that it is not an exhaustive list it may be useful to state the relevance of county level documents (other than the community strategy). Of particular relevance is the County Council's role in waste planning and the identification of the Maylands and Buncefiled areas within the waste site allocations preferred options document

- The Crown Estate. Joint working with St Albans is essential to the success of the AAP. The Crown Estate recognises that DBC has tried to progress joint working, but that St Albans does not consider that it is in a position to do so. It is clear that there are a number of immediate cross boundary issues, particularly given that many of the options involve re-locating existing uses from the Maylands and surrounding area to land to the east of Buncefield, in order to allow new uses within Maylands. If the AAP was carried forward without agreement with St Albans on the land uses in its authority, and those uses were essential to enabling other uses within Maylands, then the plan could be considered to be unsound as it

<p>would not have any weight in St Albans. The Crown Estate supports the broad principle of further employment uses to the east of Buncefield. One approach may be to extend the Spencer's Park site eastwards to form a larger more sustainable neighbourhood. This would not require relocation of the Cupid Green depot and would ensure that new housing could form part of a new neighbourhood of a scale that could support other community facilities and services. The Crown Estate does not consider that the evidence base to support the proposed locations for different uses as set out in the consultation document is sufficient. Decisions on land uses to the east of Buncefield cannot be made prior to any certainty regarding the level of growth in Hemel Hempstead and whether or not growth to the east of the town will be re-introduced through the 'repair' of the East of England Plan. Once DBC has undertaken more detailed work, and there is a more robust emerging evidence base, The Crown Estate would welcome more detailed discussions with DBC and St Albans regarding which uses it could support on its land. As the evidence merges, The Crown Estate will then be able to identify which of the Council's proposals it supports.</p> <ul style="list-style-type: none"> • Highways Agency. There should be a robust and credible evidence base. An Evidence Base may comprise of a traffic model which can be used to assess the impact of specific development proposals on the transport network. 	
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Comments on the Sustainability Appraisal Working Note	
1 response received	
Response	Actions
<p>Environment Agency.</p> <ul style="list-style-type: none"> • Sustainability Appraisal Objective 1 - We are pleased with the content of objective 1. 2.3.2 The waterbody at the top of Cherry Tree Lane is a balancing pond controlling surface water flows into the River Ver. As the input to this balancing tank is from the Maylands estate and the Buncefield Terminal water Treatment Works, there may 	

<p>be contamination issues to be resolved. Objective 2 - We suggest re-wording of the bullet point linked to ground source heat pumps to: "Encourage the use of renewable energy source including ground source heat pumps providing they can meet regulatory and environmental criteria."</p> <ul style="list-style-type: none"> • Under 2.3.2 it is noted there are no rivers running through the development. SA Objective 2 mentions several improvement the biology, flow and chemical quality of rivers. We support this as a wider aim but it cannot be related to a specific watercourse within the development area. 2.3.3 This sections criteria states "To promote properly maintained sustainable urban drainage systems to reduce flood risk and run off in areas outside Source Protection Zones 1 (SPZ), having regard to potential compatibility of SuDS with groundwater protection". We would suggest that this is changed to "To promote properly maintained sustainable urban drainage systems to reduce flood risk and run off". This is because the SuDs hierarchy should still be used. • The Area Action Plan should ensure that new developments incorporate measures to help reduce the risk of surface flooding (e.g. balancing ponds, permeable paving). The aim of future development on site should be to reduce off-site discharge rates to the equivalent of the greenfield run-off rates. • 2.3.9 A bullet point should be added referring specifically to 'water efficiency'. For example: To encourage the maximum water efficiency and appropriate use of materials, particularly from local and regional sources. • Appendix 1 Objective 2 - To improve flow of rivers- Reference should be made hear to the Environment Agency's Restoring Abstraction programme. Within this, there is a specific programme underway linked to the Upper River Gade. "To reduce the risks to the groundwater resource from contamination" should be changed to "to minimise the risks to the groundwater resource from contamination". • Objective 9 - This objective should incorporate a commitment to informing and enforcing the Site Waste Management Plans Regulations as one of the drivers to ensure the maximal use of recycled materials etc. 	
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Appendix 2 - Summary of business workshop

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1. Introduction

Dacorum Borough Council held a workshop with businesses in the Maylands Area to help inform the production of the East Hemel Hempstead Area Action Plan (AAP).

The AAP is being produced to bring forward the regeneration of the Maylands business area. We are currently at the Issues and Options stage of production. This is where we set out the challenges in the area and the possible options for overcoming these.

Although the public have the opportunity to respond to the document between 30 June 2009 and 28 August 2009, local businesses were approached separately for their input. The purpose of the workshop was to get the business community's view on the following areas:

1. the strategic direction for the area
2. views on some of the specific issues raised.
3. issues that we may have missed.

This report summarises the views expressed in each of the 'break out sessions' as well as additional comments that were made during the wider feedback session.

We have pulled together the main points and have outlined how these will be taken forward either in the development of the AAP or through other strategies and proposals.

This document will form part of our ongoing consultation report and will help inform the strategy as it develops.

Group 1

2. Economic Strategy

Our economic strategy is focused on:

1. bringing the Masterplan forward, including its vision and policies for the character areas
2. continued recovery from the Buncefield explosion
3. expanding Maylands to allow for 'necessary development'.

Question

Do you agree that our economic strategy should be focused on the three principles above?

Answers

- The economic strategy should focus on the above principles.
- The continued recovery from the Buncefield explosion underpins future growth around the eastern side of Maylands (specifically Boundary Way).
- However, it was felt that the impact of the explosion was not hindering investment in the wider Maylands area and was only restricted to the land immediately surrounding the depot.
- The Masterplan does not adequately address economic development issues e.g. the 'delivery' of the Gateway. Bringing the Gateway forward does not echo current market conditions/demands in the area. There is currently a massive oversupply of offices in the area and there is a concern that the Gateway could lie undeveloped for years.
- The land to the east of Green Lane is important for the future operation of Maylands e.g. for Park and ride.
- There are very important 'infrastructure' issues that need to be addressed. The area suffers from congestion and this needs to be tackled as a matter of urgency in order for the area to attract investment. The park and ride facility would intercept a great deal of traffic before it arrived in Maylands.
- The first impressions of Hemel Hempstead are poor, coming into the town from the M1. Need physical improvements e.g. roundabouts and verges.
- Need to continue high quality development in the area such as the 'People Building'.
- A holistic approach to addressing infrastructure deficits is important.

- Both long term and short term investment is needed. More attention needs to be placed on getting some quick wins. For example, improving the image of Maylands (cut grass, roundabouts, congestion) to attract initial investment.
- Sustained improvements are needed to tackle infrastructure deficits (congestion) to support long term investment.

Comments during feedback session:

- Visual improvements need to be done now.
- There should be more Dacorum Borough Council presence in the area as a core user. It would also stop 'the Gateway'² being empty for years.

3. Buncefield

Question

Should our focus be on reinstating the oil depot or enhancing Maylands' economy?

Answers

- The 'Service Centre'³ would be more successful than office development on the land surrounding Buncefield.
- There are important low skilled jobs which are provided in the 'Service Centre'.
- The key to reinstating the oil depot is improving the safety of the site and its environment.
- The area around Buncefield is an important location for the distribution industry.
- Low grade uses (wherever located – but not in 'The Heart') should be suitably screened.
- Need to respect existing uses that occupy the land. For example, an office already located in the 'Service Centre' should not be forced to leave.

Comments during feedback session:

- Buncefield is not inhibiting development in the wider Maylands area.
- We should not focus entirely on reinstating the oil depot because it is not a selling point for the area. The site operators should engage with the wider community to improve the business area.

² See Maylands Masterplan for definition.

³ See Maylands Masterplan for definition.

- We should aim to reduce the Health and Safety Executive's (HSE) zones around the depot so as not to blight the land along Boundary Way.

Question

Which redevelopment option (for part of Buncefield) would best deliver our vision for Maylands?

The options are:

1. *Reinstatement of tanks on the existing location.*
2. *Rationalising the site by bringing the storage tanks closer to the middle of the site.*
3. *Removal and relocation of the tanks to another part of the site (probably to the east).*

Answers

- Option 3 is preferred.
- Option 1 is the least preferred. There needs to be more support for the businesses on Boundary Way.
- Order of preference is option 3, option 2 and then option 1.

Comments during feedback session:

- Should aim to push the HSE's zones towards St. Albans District Council's administrative area.
- Need to consider the impact that the HSE's zones will have on the North East Hemel relief road. Dual carriageways are restricted in certain places around Buncefield.

4. Expanding Maylands

Question

How important is it to deliver the following points for the long-term success of Maylands?

The success of Maylands rests on:

1. *The expansion into the Gateway for a first rate business park offering more office space and job opportunities for the area.*

2. *The diversification of the business area to allow for new homes, more services, facilities and infrastructure that will sustain and enhance Maylands.*

Answers

- There has been falling demand for offices for some time in Maylands.
- Need to concentrate on improving the quality of development that is allowed in the area.
- There should be more flexibility in the use of buildings.
- The redevelopment of existing offices to warehousing is very unlikely.
- There is scope for additional housing within Maylands (ref. point 2).
- The Gateway needs to be a 'green park' area (ref. point 1).

Comments during feedback session:

- We could quite easily allocate the Gateway for warehousing but we have bigger aspirations for Maylands in the future.

Question

To what extent does expanding Maylands (a) into the Gateway and (b) east of Green Lane offer the best solution to providing these facilities?

Answers

- There is potential to provide warehousing and a park and ride facility on the land to the east of Green Lane.
- However, warehousing should be kept to the northern part of this area because of the need for a good image when approaching Maylands from the M1.

Question

If the Caravan Club wish to remain in Hemel Hempstead where should they go?

Option 1: relocation to the east of the town.

Option 2: off Bedmond Road (Bunkers Park).

Answers

- Option 2 is the preferred choice.

Question

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

Answers

- Should be located in the area that is sterilised by the 150m consultation zone – preferably along Boundary Way.

Question

Woodwells cemetery is currently located in the middle of the Maylands Gateway. The existing Local Plan does allocate a parcel of land to the east of the cemetery for future extension. We are proposing to re-designate the land earmarked for expansion for employment uses and provide another cemetery elsewhere.

Do you support this approach?

Answers

- Yes

Question

Do you support relocating the nursery closer towards the Gateway on Maylands Avenue?

Answers

- Yes – may encourage less car use as many people that use the nursery drive there.

Group 2

5. Diversifying Maylands

Question

To make Maylands successful we need to encourage more homes and facilities and services for the day time population.

Do you agree that 'diversifying' Maylands in this way is crucial to its long-term success?

Answers

- These improvements will help attract staff.
- Maylands competes with other business parks and most of these have better facilities.
- Retail and cafés need to increase their trade beyond lunchtimes. This requires additional residential development.
- There does need to be a balance in the number and range of services and facilities that are provided because most people are at Maylands to work and not to 'play'.
- Banks and post offices would be useful additions to Maylands.
- Cannot get to Tesco or the town centre within lunch break because they are too far away
- It is important to get out of the office during the lunch break.
- A good environment makes it easier to recruit and retain staff.
- A good quality environment with homes and jobs will bring a number of benefits including the reduced need to travel.
- Creating a 24 hour environment increases vibrancy and encourages more visitors.
- More offices, factories and warehouses will be attracted to Maylands as a result of improved facilities.

Comments during feedback session:

- Maylands does not need to be a 24 hour venue. It is a business park and it cannot be all things to all people.
- Improvements are needed to increase activity.

6. More homes

Question

We see 500 units as an indicative target for Maylands. This means relocating c10ha of employment land. There two main opportunities:

- 1) *The Heart of Maylands*
- 2) *North western fringes of Maylands*

Do you agree with our approach to providing homes in Maylands?

Answers

- If homes were provided in 'the Heart' then you would need to build upwards.
- A careful balance needs to be struck in providing housing and losing employment land because of the Council's jobs target.
- If you increase housing you must allocate more employment land.
- There are huge chunks of Maylands that are currently empty and have been for 5 – 10 years. This land could be used for homes.
- Marketing the town is the bigger problem in terms of attracting people.
- A car showroom in Maylands would attract people at the weekend.
- There are positives in mixing residential and employment uses e.g. reduced travel.
- The area is busy during the day but very quiet at night.
- There are opportunities for high quality eco housing and we should be pushing for this.
- 500 units may not be enough to increase vibrancy.

Comments during feedback session:

- Need to aim housing at the younger population.
- Low cost housing is needed which is aimed at key workers.
- Increasing housing in the area increases vibrancy.
- The nature of industry has changed and mixed uses can work well.
- We need to look carefully at the location of housing in Maylands.
- The north western corner provides a natural boundary to residential and employment areas.

- Need to think about how to link new housing with existing homes.

Question

The relocation of the employment uses from Spencer's Park to the Gateway allows us to explore other uses on the original site. We are proposing additional housing, open space and social and community uses.

Do you agree with this approach?

Answers

- The Gateway is the right place of for high tech uses.
- Future uses for Spencer's Park should consider the proximity of the Three Cherry Tree Lane Traveller site.
- Social and community uses would be better located in the Gateway as these would better serve employees.
- Social and community uses struggle to get land allocated so the Spencer's Park site would be a good solution.
- It is a good idea to reallocate this land for other uses.

Question

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(s)

Which option do you prefer for the site?

Where should the relocated site(s) go?

Answers

- Splitting the site up may create two separate problems. However, smaller sites may be more manageable.

- Integration of the Gypsy and Traveller community is the ideal situation.
- Relocating the whole site would be very problematic.
- Should relocate the entire site to the back of Spencer's Park because they are wedged between Maylands and Spencer's Park at the moment.

7. The Heart of Maylands

Question(s)

What are your expectations for the 'Heart of Maylands'⁴?

What uses should be provided here?

Answers

- We need to clearly establish the extent of 'The Heart'. We need to have sufficient space for all proposed uses.
- There is natural footfall around 'the heart' at the moment so it would be a good location.
- There is a clear need for 'the heart' to come forward but there are complex issues to resolve e.g. land ownership and the extent of the area. Need to balance the amount of social and community uses in the area.
- Need to attract enough 'destination uses' so people visit the area outside of the working day.
- Need outdoor public space to act as a focal point.
- The area needs to be safe with good lighting. There is a negative perception of Maylands that needs to be addressed.

8. Green Spaces

Question

Maylands has very little green space of any quality and value. We recognise the important role that green space plays. The Masterplan seeks to implement a network of landscaped routes and small pocket parks.

Do you agree with this approach?

Answers

⁴ See the Maylands Masterplan for definitions.

- Green space is needed to make the area attractive.
- Funding is needed to secure these improvements.
- Long term maintenance is very important.
- There is no outdoor public space at the moment.
- More plants and trees should be provided to reduce the concrete jungle effect.
- Green Space should go into 'The Heart' of Maylands.
- The high volumes of traffic may make the green space less enjoyable.

9. Town Stadium

Question

What impact would a town stadium facility have on Maylands?

Answers

- Question the need for additional leisure uses given the proximity of Esporta.
- The running track at Jarmans is hardly ever used.
- The proposed location is better from a traffic perspective.
- It could be the ideal location for a park and ride car park during the week.
- It could be very good for the town's appeal.
- It is very important to establish the business case for the stadium complex. Need to think about evening uses, conference facilities and educational facilities.
- The design of the facility is key. The site is potentially on a key gateway into the town. Other facilities such as Jarmans are very ugly.
- There is a risk that the stadium facility could compete with 'the Heart'.
- It is important to ensure that the facility complements other facilities around Maylands and the town.
- There needs to be a link from the railway station to Maylands and Maylands to St. Albans.

Group 3

10. Movement Strategy

Question

How important is 'sustainable transportation' to Maylands as a green business park?

Answers

- There is a need for Government support and an approach that is consistent across the country so as not to scare business off to other areas.
- Sustainable transport is vital for the long term future and prosperity of Maylands.
- There needs to be a change in mindset of both businesses and individuals.
- Need long term, step by step plan and not just quick, short term solutions.
- Need to get people out of cars if they can use an alternative form of transport.
- Need solutions to ensure that change can actually be delivered.
- We don't want a situation in Croxley Green Business Park where cars are forced to park on verges.
- Rail links need to be improved but these are costly. Need to improve public transport links to the station.
- Cannot get rid of cars until there are attractive alternatives in place.
- The existing caravan storage park would be a good location for a transport hub.
- Local businesses need to discourage parking by encouraging green travel clubs and travel plans.

Comments during feedback session:

- Need to think about how new housing will impact congestion in Maylands.
- The quality of park and ride is vital for success.
- Flexible working can make it harder to sustain good bus services as the time people arrive and leave for work varies.
- Businesses will choose to locate in places where they have good levels of parking.
- Need to reduce the amount of traffic going through Maylands.

- Further work is being undertaken to assess the impact of development on traffic movements.

11. Park and Ride

Question

How critical is a Park and Ride facility to the sustainability of Maylands?

Answers

- It is a simple solution but does not encourage people to get out of their cars.
- Companies need to create the demand if bus companies are to put on viable services.
- Need to create a critical mass to make public transport viable.
- Shoppers want to put their shopping in the car and not carry it on the bus.
- The park and ride facility needs to be thought through very carefully in order for it to be successful.
- Park and ride needs to be located in the best possible place in order for it to work.
- It needs to be clearly sign posted and located out of congested areas.
- The park and ride facility cannot just be an overflow car park. It cannot be a last resort for people trying to find a parking space in Maylands.
- It needs to be integrated into the wider network, including the M1 and Redbourn Road.
- The location of the site could be problematic if the only access was via the M1 and the M1 was congested.

12. Parking in Maylands

Question

Do you support our approach to parking provision within Maylands, i.e. reviewing parking allowances in Maylands and/or providing separate parking areas?

Answers

- This question was answered more generally in the responses above.

13. Road Improvements

Question

Do you support these improvements (i.e. an additional access into Maylands via the Gateway and bringing forward the North East Hemel Relief Road)?

Answers

- Need to link to Redbourn Road and the M1.
- Junction 8 improvements have worked well and eased congestion in Maylands.
- Need to encourage car sharing more widely throughout the business area and not simply individual companies.
- Increases in fuel costs make car sharing more attractive.
- There is a need for incentives to get car sharing schemes up and running. These include a guaranteed parking space near your place of work, mileage to be paid for cyclists, and car clubs.
- Improvements to the road network were supported.

Question

Do you have a view on the route each of these accesses should take?

Answers

- No specific views were expressed on the route of each of these.
- The North East Hemel Relief Road was strongly supported.

Question

How else can we tackle congestion in and around Maylands?

Answers

- Car clubs.
- Working from home.
- Charge a fee for each car parking space which is then paid back if the company reduce the area allocated for parking (introduced in Bristol).

- Cannot always hit people with financial punishment. A carrot is better than a stick.

14. Developer Contributions

Question

What specific items of infrastructure do you think we should request developer contributions for?

Answers

- Green Spaces, benches, fountains, art.
- Cycle lanes (this can be done in sections rather than having to complete it all in one go).
- Maintenance and upkeep of landscaping.
- Security cameras – automatic number plate recognition should be extended and be very visible.
- There should be additional patrolling by police officers/security company particularly at night.
- Encourage the retention of a Police Community Support Officer to co-ordinate security on the estate and provide a point of contact for individual security guards.

15. Park it Board

- Need to involve SusTrans on cycle routes.

16. What happens next?

The table below summarises the issues raised at the workshop and sets out how we plan to take these comments forward. Comments that are of relevance to the AAP will be fed into the ongoing production of the strategy. Comments that cannot be handled through the AAP will be directed to the relevant departments within the council or other organisations outside of the council for their consideration.

The next stage in the production of the AAP is what is referred to as the 'emerging strategy' stage. This is where we outline our suggested direction for the area and our

preferred options for resolving the issues we have outlined. We are hoping to consult on this in March 2010.

Key issues and Actions

Summary of representations	Tacking Issues forward
Group 1 - Economic Strategy	
<p>Overall approach</p> <p>The economic strategy for Maylands should remain focused on the broad principles established in the Area Action Plan.</p> <p>There is not enough focus on the realities of actually delivering some aspects of the AAP such as ‘the Gateway’. The prestigious office development proposed does not echo current market conditions/demands. May need to temper expectations in the short term.</p> <p>The land to the east of Green Lane is important for the future success of Maylands.</p>	<p>Actions for the AAP: The AAP is focused on bringing forward the Masterplan. The AAP will be focused on deliverability. It will need to consider the long term as well as shorter term market conditions that may be different. The AAP and the Maylands Implementation Team aim to promote market interest.</p> <p>Actions for the AAP: We will need to ensure that the best long term options are brought forward to ensure that Maylands is successful. Feasibility work is underway to look at options for certain types of infrastructure and their exact locations. We will need to consider the recommendations of this work too.</p>

The area needs significant infrastructure improvements to deliver the scale of development proposed. Bringing this forward will require a balance to be struck.

There needs to be more focus on physical improvements to Maylands' environment both in the short and long term.

Buncefield

The land surrounding Buncefield is important to the local economy. The AAP should focus on regeneration of the Maylands estate and not so much on bringing the oil terminal back into full operation.

The Health and Safety Executive's zones around the terminal should be reduced as much as possible to reduce the restrictions on the surrounding land. Ideally the tanks should be relocated on the eastern fringes of the depot as

Actions for the AAP: The AAP will be working to develop an understanding of the specific infrastructure requirements for Maylands, their cost, and how these will be provided. Work will start shortly to understand this and the results will be fed into the production of the AAP.

Actions for the AAP: The AAP will bring this forward and look at ways to improve the physical environment in the long term.

Matters for others to consider: The Maylands Implementation Team are looking at ways to deliver short term improvements to Maylands and will continue to do so.

Actions for the AAP: We will take these comments into consideration when producing the final option for the Buncefield depot.

<p>per option 3 in the AAP.</p> <p>Any relocation of tanks will impact development proposals on surrounding land. This does potentially include key infrastructure projects such as the North-East Hemel Hempstead relief road.</p> <p>Expanding Maylands</p> <p>The expansion of Maylands into the Gateway and to the east of Green Lane is broadly supported. However, consideration needs to be given tot the exact location of the uses proposed to the east of Green Lane and the long term deliverability of the Gateway.</p> <p>The relocation of the uses currently occupying the Gateway was supported.</p>	<p>Actions for the AAP: The AAP will take these comments forward during the production of the preferred strategy for the area.</p>
<p>Group 2 – Diversifying Maylands</p>	

<p>Broad approach</p> <p>There is a need for more homes and better facilities because Maylands is being overlooked in favour of areas that do have these uses. More housing is needed to sustain activity and vibrancy in Maylands beyond the working day.</p>	<p>Actions for the AAP: Making Maylands more successful is one of the principal aims of the AAP. The detailed comments will be factored into the strategy as it progresses and will help inform specific proposals earmarked for the area.</p>
<p>More homes</p> <p>A careful balance needs to be struck in providing more homes and ensuring adequate provision of employment land.</p> <p>There is some concern that 500 units may not be enough to support shops and services in Maylands or increase overall vibrancy.</p>	<p>Actions for the AAP: We will need to ensure that new housing supports our underlying objectives for the regeneration of Maylands. These comments will be factored in to the final strategy for Maylands.</p>

<p>Gypsy and Traveller site</p> <p>No specific views on the future of the site were expressed. However, the attendees felt that the integration of the Gypsy and Traveller community should be the underlying aim and is more likely to be achieved by splitting the site.</p> <p>The Heart of Maylands</p> <p>There is unanimous support for this proposal. It was felt that the extent of the 'Heart' and the exact uses likely to be included do need to be established. There is also complicated land ownership in the area that needs to be addressed. The attendees also highlighted the relative importance of certain types of development likely to be included in the Heart.</p> <p>Leisure and Open Space</p> <p>Improving the quantity and quality of green space in Maylands is seen as an important way of improving the area. There are concerns over how this will actually be delivered.</p> <p>The town stadium is also seen as a very important</p>	<p>Actions for the AAP: The AAP will need to consider the pros and cons of splitting the site as well as looking at the potential for locating some of the site elsewhere around the borough. The AAP will need to work alongside the Core Strategy and Site Allocations Document to achieve this.</p> <p>Actions for the AAP: The feasibility study looking at the viability of 'the heart' is currently underway. This will be followed by more detailed work regarding deliverability. The AAP will take forward the recommendations from this feasibility work and set down policies and principles for developing this area. We will also continue to engage with the business community as the work progresses to capture their thoughts.</p> <p>Matters for others to consider: The consultants undertaking the feasibility work have been informed of the detailed comments made by the attendees.</p> <p>Actions for the AAP: The AAP will need to establish the priorities for incorporating additional green space in Maylands and set out the details of how this will be funded and delivered. This is likely to be covered in the wider infrastructure needs for the area.</p> <p>Actions for the AAP: Further feasibility work will be underway towards the autumn</p>
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<p>proposal that will improve the image of the town and potentially act as a key attraction to the town. However, the design of such a scheme is very important given the prominent location it is likely to occupy.</p> <p>It is important that the facility complements provision at Esporta and in 'the Heart'</p>	<p>(2009). We will feed these comments through to the consultants undertaking this work. This further feasibility work will look at the facility in more detail and establish the precise facilities that will be included as part of the scheme. The AAP will take the study's recommendations forward and set down development principles for the stadium complex.</p>
<p>Group 3 – Movement Strategy</p>	
<p>Movement Strategy</p> <p>Overall approach</p> <p>There is broad support for the incorporation of sustainable transportation measures within Maylands. However, the measures need to be consistent across the country so as not to scare off investment. Secondly, the measures need to be introduced incrementally to ensure that change is managed appropriately.</p> <p>There is acceptance that the issue requires solid</p>	<p>Actions for the AAP: The AAP is working to tackle these issues and strike the balance between encouraging sustainable transportation as well as continued business investment in the area. A study is underway to look at the viability of a Park and Ride facility and the ability to link this with wider transportation improvements. We are also working on a transport model to help us understand the implications of the proposed development in Maylands on the surrounding network. This work will be fed into the AAP as it evolves and will help to finalise our approach to travelling to and within Maylands.</p>

<p>investment and the co-ordination of a number of measures including the construction of a high quality park and ride facility, the integration of bus services and improvements to the railway station. There is an understanding that tackling congestion and reducing the use of cars requires a long standing commitment to encouraging a change in attitude.</p>	
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Park and Ride

It is vital for the success of the facility that it is located in the best possible place and is integrated completely into the wider passenger transportation network.

Road improvements

Bringing forward the North East Hemel Hempstead relief road and the additional access into Maylands were supported. A number of short term improvements were also raised which included car sharing schemes.

Developer Contributions

A number of areas were identified that needed investment. As well as infrastructure improvements such as roads, attendees highlighted the importance of improved security in the business area.

Actions for the AAP: The AAP will seek to bring forward the road proposals in light of further feasibility work and advice from the Highways Authority.

Matters for others to consider: The shorter term measures have been forwarded to the Maylands Implementation Team for consideration.

Actions for the AAP: The AAP will be focused on delivery and as such it will need to detail how key infrastructure will be funded and delivered. We will take these issues into consideration as we continue to develop of delivery plan.

17. Annex 1

Workshop Agenda

- 8.00am Introduction and objectives of the day
- 8.10am Break out session
- Group 1 Ruth Gungadoo*
- Group 2 Claire Mcknight*
- Group 3 Sara Hamiltion*
- 9.00am Break
- 9.15am Reconvene for group(s) feedback and discussion
- Each group will feedback their views to everyone for wider discussion.
- 9.45am Plenary and further issues
- Opportunity to pick up other issues and Q&A
- 10.00am Heart of Maylands – Tribal Urban Studio
- 10.25am Closing remarks and next steps
- Closing comments and outline next stages of AAP
- 10.30am End

18. Annex 2

List of attendees

Rachel Boxall	HCCI
P Blackband	AFC
T Church	Brasier Freeth
A Cook	FFEI
Chris Dybue	Steria
Phillip Bylo	St. Albans District Council
Chris Fittus	HTSPE
David Furnell	Furnell
R Jeal	NIS
P Hancock	Sky ford
Brian McCann	Kelleys Eye
Mike Peacock	Henkel
Mike Peters	Jarvis Group Ltd
E Smith	AFC
Frances Stickley	Kodak LTD
Sue Walsh	EEDA
K Wall	NGK
Terry Ward	DSGI
Laura Wood	DBC
Alex Robinson	DBC
R Blackburn	DBC
Tara Clark	DBC
James Doe	DBC
Chris Taylor	DBC

Appendix 3 - Statutory notice



Planning and Compulsory Purchase Act 2004

*Regulation 25 Town and Country Planning (Local Development) (England)
(Amendments) Regulations 2008*

NOTICE OF CONSULTATION

- 1. Emerging Core Strategy for Dacorum (Regulation 25)**
- 2. East Hemel Hempstead Area Action Plan - Issues and Options Paper (Regulation 25)**

The Council has prepared an Emerging Core Strategy setting out issues relating to the pattern of future development in the Borough over the next 20 or more years, and possible key locations for accommodating it. The Council has also prepared options for development and change at East Hemel Hempstead.

Copies of the two papers and supporting documents are available for inspection:

- on the Council's website www.dacorum.gov.uk/planning
- at Borough Council's offices during their normal opening hours
- at public libraries.

Normal opening hours of the Council offices are as follows:

Civic Centre, Hemel Hempstead:

Monday	8.45 a.m. – 5.15 p.m.
Friday	8.45 a.m. - 4.45 p.m.

Borough Council Office, Civic Centre, Berkhamsted:

Monday	9 a.m. - 12.30 pm and 1.30 pm – 5 p.m.
Tues., Thurs. and Fri.	9.30 a.m. - 2 p.m.

Borough Council Office, Victoria Hall, Akeman Street, Tring

Monday	9 a.m. - 12.30 pm and 1.30 pm – 5 p.m.
Wed. and Fri.	9.30 a.m. - 2 p.m.

Representations on the papers can be submitted on-line at www.dacorum.gov.uk/planning via the consultation portal, or by using the

questionnaires that accompany the documents. All responses must be received no later than 4.45pm on 28th August 2009.

Completed questionnaires should be sent to:

Senior Manager – Spatial Planning, Planning and Regeneration, Dacorum Borough Council, Civic Centre, Marlowes, Hemel Hempstead, Herts HP1 1HH

or by e-mail to spatial.planning@dacorum.gov.uk

Further information is available from the Spatial Planning team on 01442 228660.

Officers will also be available to answer questions at a series of drop-in

	Date	Venue	Time
Maylands Buisness Area	09/07/2009	Esporta, Maylands Avenue	1pm - 9pm
Hemel Hempstead	10/07/2009	Bulbourne Room, Civic Centre, Marlowes	1pm - 9pm
Hemel Hempstead	13/07/2009	Bulbourne Room, Civic Centre, Marlowes	1pm - 9pm
Berkhamsted	14/07/2009	Main Hall, Civic Centre, High Street	1pm - 9pm
Bovingdon	15/07/2009	Memorial Hall, High Street	2pm - 9pm
Tring	16/07/2009	Victoria Hall, Akeman Street	1pm - 6pm
Kings Langley	17/07/2009	Small Hall, The Community Centre, The Nap	1pm - 9pm
Tring	17/07/2009	Victoria Hall, Akeman Street	5pm - 9pm
Markyate	20/07/2009	Y2K Village Hall, off Cavendish Road	1pm - 9pm

sessions across Dacorum Borough:

Appendix 4 - Dacorum Digest article



Your dacorum Your say

www.dacorum.gov.uk/planning

This summer the Council is asking everyone in the Borough for their ideas on what Dacorum should look like 20 years from now.

The consultation will inform some big decisions the Council needs to make over the next 12 months about how Dacorum should change and grow to meet Government housing target requirements in the East of England Plan.

New homes and jobs

We are outlining our broad approach for accommodating at least 8,000 new homes and 18,000 new jobs in the Borough (between 2008 and 2031). Although Central Government gives us no choice about the level of development we do have choices as to how and where this should be accommodated. The additional housing and employment could affect St. Albans District so we have been working closely with St. Albans Council to consider the best possible strategy for the future.

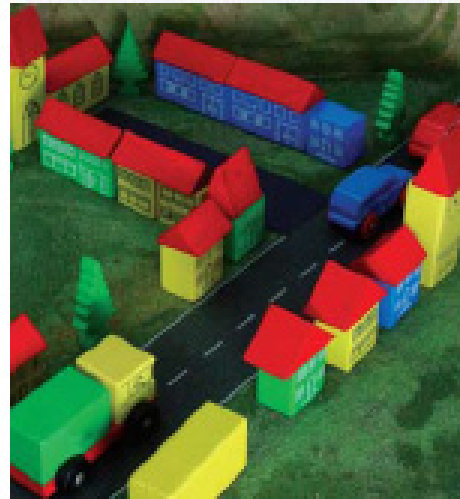
We are also putting forward a proposed approach to meeting the needs of Gypsies and Travellers around the Borough.

More facilities and better connections

We want to ensure that the Borough remains a prosperous and thriving place to live and work. The Council is working on establishing the type of infrastructure (e.g. open space) that is needed to support new development. These plans will also give us the opportunity to provide extra facilities that are currently in short supply.

Future housing growth at Hemel Hempstead

We are not looking at significant Green Belt development around the town at this time because of



a recent High Court decision which deleted those parts of the East of England Plan that related to growth around Hemel Hempstead.

The longer term picture is still unclear because Government may decide to appeal the Judge's decision or significant housing growth around the town may be reintroduced in the review of the East of England Plan. This will be consulted on later this year.

Have your say

Up until 28 August the Council is asking for your views on the issues raised in the consultation papers 1 and 2.

In the following pages we highlight some of the issues we want you to give us your views on, where to find out more and how to have your say.

Paper 1

The Core Strategy – Emerging Strategy

Paper 2

East Hemel Hempstead Area Action Plan – Issues and Options

www.dacorum.gov.uk/planning

Paper 1

The Core Strategy – Emerging Strategy

This principal document will lay the foundations for future planning decisions across Dacorum. It sets out how the Borough should change and what it should look like in 20 years time. The objectives we have set will help to achieve our vision for Dacorum.

Vision and themes

'Working together to make Dacorum a happy, healthy, prosperous and safe place to live, work and visit'

– *Dacorum Sustainable Community Strategy 2008*

The Core Strategy sets out how we will work towards each of the following themes:

- making development sustainable
- improving our wellbeing and personal welfare
- boosting the local economy
- protecting and enhancing our built and natural environment.

Places under the microscope!

The diversity of Dacorum's towns and villages is what makes our Borough so attractive and successful.

The Core Strategy responds to the different needs and challenges of the towns, large villages and wider countryside and sets out a vision for each place. It highlights the key issues affecting each place and discusses the key development opportunities for maintaining their success.

Hemel Hempstead will remain the focus for development and change as we look to provide a minimum of 6,500 new homes within the town (from 2008 to 2031) and increase the overall number of jobs available.

The broad direction for the other settlements is to limit change but to maintain them as successful and prosperous places. To do this we need to encourage population levels in these settlements to remain the same. However, because of expected changes in household circumstances (Le single households) we need to plan for additional housing for local people.

We have identified a number of local issues affecting each of the places (e.g. the need for local housing, provision of specific facilities or services and congestion) and would like your views on these (see table opposite).

Paper 2

East Hemel Hempstead Area Action Plan – Issues and Options

The Area Action Plan promotes the regeneration and growth of the Maylands Business Area. As well as bringing forward the Maylands Masterplan, the future of part of the Buncelfield Oil Depot is discussed. It also looks at the possible location for a new town stadium and green energy centre as well as the relocation of existing uses within the area (e.g. Council depot and caravan park site).

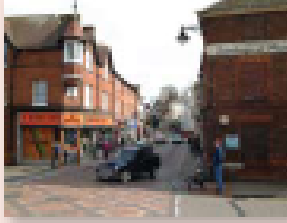

Where can I find out more?

Please feel free to contact any member of the Spatial Planning Team who will be happy to explain any matter of this consultation.

You can see copies of all consultation papers, questionnaires and background information on our website www.dacorum.gov.uk/planning, at local libraries or at Borough Council offices. For opening times of your local civic centre see page 14.

www.dacorum.gov.uk/planning



THE PLACES	THE VISION	KEY ISSUES
Berkhamsted 	<p>Berkhamsted will be a vibrant market town, respecting its Fair Trade and Transition Town status.</p>	<ul style="list-style-type: none"> ● The level of housing growth and where this should go: possible locations are suggested. ● Maintaining the town's character and distinctiveness. ● Providing more open space. ● Future provision of local schooling.
Tring 	<p>Tring will remain a small successful market town. The aim is to seek a better quality of life and prosperity for its residents and business community.</p>	<ul style="list-style-type: none"> ● Should new housing go on the east or west of Tring? ● Development of community and leisure facilities in and around the town.
Kings Langley 	<p>Kings Langley will remain a vibrant compact village, delivering a high quality of life for local residents and businesses.</p>	<ul style="list-style-type: none"> ● Where to provide new housing for local people. ● How planning can look at the village as a whole – including the part in Three Rivers District. This raises issues about future employment land provision and capacity at local schools.
Bovingdon 	<p>Bovingdon will remain a vibrant compact village, delivering a high quality of life for local residents and businesses.</p>	<ul style="list-style-type: none"> ● Where to provide new housing for local people: possible locations are suggested. ● How to provide more open space, leisure space and wildlife sites. ● Congestion along the High Street.
Markyate 	<p>Markyate will remain a cohesive large village, with improved services and facilities.</p>	<ul style="list-style-type: none"> ● The future of the Hicks Road Industrial Estate. ● Provision of shops and services in the village.
The Countryside 	<p>Dacorum's countryside will be sustainable, attractive and accessible, producing high quality food and biomass, rich in wildlife and with thriving villages.</p>	<ul style="list-style-type: none"> ● Protection and enhancement of the landscape and biodiversity. ● Access to services and facilities. ● Maintaining the rural economy. ● More affordable housing
Hemel Hempstead 	<p>Hemel Hempstead will embrace new development. The aim is to promote pride of place to deliver a greater, richer, more beautiful town.</p>	<ul style="list-style-type: none"> ● Regeneration of the town centre. ● The requirement to accommodate more housing within the town. ● How to regenerate and expand the Maylands Business Area.

How do I comment?

You can comment on the documents until 28 August 2009. You can either go onto our website, which we recommend, or you can fill in a questionnaire and send it to:

**Spatial Planning,
Planning and Regeneration,
Dacorum Borough Council,
Civic Centre,
Marlowes,
Hemel Hempstead,
Hertfordshire HP1 1HH
Telephone: 01442 228860
Email: spatial.planning@dacorum.gov.uk**

Please note that all responses must be received no later than 4.45pm on Friday 28 August 2009 in order to be taken into account.

What happens next?

We will consider all responses to this and the other consultations on the Core Strategy before progressing to the next stage which is called the pre-submission stage.

We are hoping that this will be early 2010. This is the point at which we will have reached a firm view on the strategy for the Borough.



Come and talk to us...

We are arranging a number of drop-in sessions in July for the public to ask any questions on the documents and particularly the individual strategies for the settlements.

Drop-in sessions

Planning Officers will be around to answer any of your questions at the following events:

Maylands Business Area
Esports Leisure Centre,
Thursday 9 July, 1-9pm.

Hemel Hempstead
Civic Centre, Hemel Hempstead,
Friday 10 July, 1-9pm and
Monday 13 July 1-9pm.

Berkhamsted
Civic Centre, High Street,
Tuesday 14 July, 1-9pm.

Bovingdon
Memorial Hall, High Street,
Wednesday 15 July, 2-9pm.

Tring
Victoria Hall, Akeman Street,
Thursday 16 July, 1-6pm
and Friday 17 July 5-9pm.

Kings Langley
*The Community Centre
(Small Hall), The Map,*
Friday 17 July, 1-9pm.

Markyate
Village Hall, Cavendish Road,
Monday 20 July, 1-9pm.

Civic Centres	Berkhamsted	Hemel Hempstead	Tring
Monday	9am-12.30pm and 1.30-5pm	8.45am-5.15pm	9am-12.30pm and 1.30-5pm
Tuesday	9.30am-2pm	8.45am-5.15pm	CLOSED
Wednesday	CLOSED	8.45am-5.15pm	9.30-2pm
Thursday	9.30am-2pm	8.45am-5.15pm	CLOSED
Friday	9.30am-2pm	8.45am-4.45pm	9.30am-2pm

www.dacorum.gov.uk/planning

Appendix 5 - General questionnaire



EAST HEMEL HEMPSTEAD AREA ACTION PLAN

Questionnaire

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?

QUESTION 2a

Do you prefer Option 1: Reinstatement?

Yes/No

If no, please give your reasons.

QUESTION 2b

Do you prefer Option 2: Rationalisation?

Yes/No

If no, please give your reasons.

QUESTION 2c

Do you prefer Option 3: Relocation?

Yes/No

If no, please give your reasons.

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?

QUESTION 4

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

Yes/No

If no, what do you recommend as an alternative?

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?

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?

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?

QUESTION 8

Do you agree with this approach?

Yes/No

If no, what alternative do you suggest?

QUESTION 9a

Do you support Option 1 - no change?

Yes/No

If yes, please give your reasons.

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.

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.

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.

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.

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?

QUESTION 13

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

Yes/No

Please give your reasons.

QUESTION 14

Do you support the overall direction of the transportation strategy?

Yes/No

If no, what would you recommend as an alternative approach?

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?



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?

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?

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?

QUESTION 19

Do you support the review of accessibility zones within Maylands?

Yes/No

Please give your reasons.

QUESTION 20

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

Yes/No

Please give your reasons.

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?

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.

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?

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?

QUESTION 25a

Do you prefer relocation option 1?

Yes/No

If no, please give your reasons.

QUESTION 25b

Do you prefer relocation option 2?

Yes/No

If no, please give your reasons.

QUESTION 25c

Do you prefer closure (Option 3)?

Yes/No

If no, please give your reasons.

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?

QUESTION 27

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

Yes/No

Please give your reasons.

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?

QUESTION 29

Do you support the principle of the town stadium complex?

Yes/No

Please give your reasons.

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?

QUESTION 31

Do you support the option to relocate Cupid Green Depot?

Yes/No

If no, please give your reasons.

QUESTION 32

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

Yes/No

Please list.

QUESTION 33

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

Yes/No

Please list.