

# APPENDIX C SITE ASSESSMENTS

| EXISTING EMPLOYMENT SITES |  | A20   | A15  |
|---------------------------|--|---|--|
| <b>Question number</b>    |  |   |  |
| 1                         | Assessor   | Jonathan Ngige  | Jonathan Ngige   |
| 2                         | Date   | 29 April 2016   | 22 April 2016  |
| <b>Basic facts</b>        |  |   |  |
| 3                         | Site ID / map reference                                  | A20   | A15  |
| 4                         | Site name  | Northbridge Road & River Park, Berkhamstead   | Billet Lane, Berkhamstead  |
|                           |  |    |    |
| 5                         | Site address   | Northbridge Road, Berkhamstead  | Billet Lane, Berkhamstead  |
| 6                         | Brief description (including ownership details if known) | Northbridge Road and River Park comprise a number of office and industrial units. There are also some retail uses, a household waste site and a children's indoor play centre in Northbridge Road.  | A mixed industrial site with trade counter uses.   |
| 7                         | Site area, ha  | Northbridge Road - 6.7 ha, River Park - 1.1 ha  | 0.80   |
| 8                         | Number of units (approx.)                                | 56  | 7  |
| 9                         | Type of employment area                                  | Mixed B Uses (Office & Industrial)  | General Industrial   |
| <b>Planning</b>           |  |   |  |
| 10                        | Any planning policy designations                         | <p><b>Local Plan:</b> Policy 31 designates Northbridge Road and River Park as General Employment Areas (GEAs). Proposed employment uses: industry, storage and distribution. Employment Proposal site E1 has been implemented.</p> <p><b>Submitted Site Allocations:</b> Policy SA5 retains both GEAs. Employment uses: B1, B2, B8 (Northbridge Road); B1, B2 (River Park). Canal side enhancement required.</p> <p><b>Hertfordshire Waste Local Plan:</b> safeguards the household waste site and shows Northbridge Road and River Park as Employment Land Areas of Search, where further waste management facilities are acceptable in principle.</p> | <p><b>Local Plan:</b> Policy 31 designates Billet Lane as a General Employment Areas (GEA). Proposed employment uses: business, industry, storage and distribution. <b>Submitted Site Allocations:</b> Policy SA5 retains the northern part of the GEA. Canal side enhancement required. Southern part of GEA is reallocated as mixed use proposal MU/7 (foodstore and housing).</p> |
| 11                        | Any relevant planning history - Give details.            | No  | A planning permission for part demolition of site and subdivision of existing units in order to provide more open storage and improve the circulation of HGV vehicles within the site was completed in 2015/16 (LPA ref: 4/01244/13/FUL).  |
| 12                        | Is the site in the floodplain?                           | Partially   | No   |

| EXISTING EMPLOYMENT SITES      |   | A20   | A15   |
|--------------------------------|---|---|---|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | No  | There may be some impact on traffic along Billet Lane.  |
| 14                             | Score   | 1 Nil   | 2 Low   |
| <b>Strategic accessibility</b> |   |   |   |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is about 2.8 km from the A41.  | The site is about 1.6 km from the A41.  |
| 16                             | Score   | 3 Reasonable  | 3 Reasonable  |
| <b>Local access</b>            |   |   |   |
| 17                             | Suitability of access - Describe quality and facilities               | Both Northbridge Road and River Park are slightly constrained.  | Billet Lane appears to be suitable for the uses on site though vehicles accessing the site might cause traffic queues along the road.   |
| 18                             | Score   | 3 Reasonable  | 3 Reasonable  |
| <b>Public transport access</b> |   |   |   |
| 19                             | Describe - e.g. station, bus stops                                    | The closest bus stop is about 270 m from the site and is located along the A4251 and is served by the 30, 31, 354A, 500, 501, 502 and 532 bus routes which run to Aylesbury, Watford, Berkhamstead and Hemel Hempstead. | The closest bus stop to the site are located along the A4251 about 170m from the site. The bus stop is served by the 30,31, 354A, 500 and 501 bus routes which run to Aylesbury, Hemel Hempstead and Great Gaddesden. |

| EXISTING EMPLOYMENT SITES   |   | A20   | A15  |
|-----------------------------|---|---|--|
| <b>External environment</b> |   |   |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The buildings along Northbridge Road are a mix of older office and industrial units like Audley House which have prominent street frontages and more modern business parks like Canalside which are set back from the street. The buildings in River Park are relatively modern and are visible from Billet Lane. The uses along Northbridge Road and River Park are largely compatible. Amenities are available at Berkhamstead town centre which is about 1 km from the site. | The site is broadly compatible with surrounding uses. Northbridge Road to the north of the site is Berkhamstead main employment site. The site isn't easily identified from Billet Lane. A residential area is located to the east of the site. The closest amenities are in Berkhamstead town centre which is 1.5 km from the site. |
| 21                          | Score   | 3 Reasonable  | 3 Reasonable   |
| <b>Internal environment</b> |   |   |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | Northbridge Road and River Park include a mix of sites of varying age. The newer developments such as Canalside, River Park have good parking and servicing facilities and are efficiently laid out. However there was a significant amount of double parking along Northbridge Road indicating a shortage of parking.  | The site is generally poorly laid out in terms of parking and servicing.   |
| 23                          | Score   | 3 Reasonable  | 4 Poor   |
| <b>Market signals</b>       |   |   |  |
| 24                          | Main occupiers and activities   | Bristol Laboratories, FID Technologies Ltd, Robertson's Associates, Lucas Fettes & Partners.  | Jewson and other construction suppliers  |
| 25                          | Vacancy - describe / comment  | There is vacant office space in Peacock House, Unit 4, River Park Industrial Estate   | None   |
| 26                          | Vacancy - agent details   | Aitchison Rafferty  | N/A  |
| 27                          | Vacant floorspace if known, sq.m  | 497   | 0  |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  | None   |
| 29                          | Vacancy - score   | 2 Low   | 1 Nil  |
| 30                          | Current rental value or asking rent if known  | Not known   | N/A  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No  | Yes  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | The site is in close proximity to Billet Lane GEA - assessed here as A15.   | The site is in close proximity to River Park General Employment Area containing B1 and B2 uses, and Northbridge Road General Employment Area containing B1 and B8 uses in Berkhamstead - assessed here as A20  |

| EXISTING EMPLOYMENT SITES  | A20  | A15  |
|--|--|--|
| <b>Development opportunities</b>   |  |  |
| 33 Opportunities for redevelopment / intensification / extension for current use | There are no opportunities for extension of existing sites. Some of the older buildings on Northbridge Road may be suitable for redevelopment.   | The planning permission recently implemented for part redevelopment of the site was submitted in order to rationalise and improve the layout of the site.                              |
| 34 Any constraints on redevelopment / intensification / extension                | As most of the buildings are fairly well occupied, it might take a long time for a site to come forward for redevelopment. Redevelopment opportunities should consider canalside improvements. | Redevelopment opportunities should consider canalside improvements.  |
| <b>Conclusion: market potential</b>  |  |  |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes  | 1 Yes  |
| 36 Reasons / comments  | It is a major employment area for Berkhamstead and is well occupied.   | Occupiers like Jewson appear to be long-term occupiers.  |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |  |
| 37 For another employment use?   | No   | No   |
| 38 For alternative or mixed use?   | No   | No   |
| <b>Recommendation</b>  |  |  |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  | Yes  |
| 40 Reasons / comments / alternative uses   | In general, the site is well occupied and should continue to be safeguarded. It is the main employment site in Berkhamstead.   | The extent of the site has been reduced by recent residential developments and mixed use proposal MU/7. Given it has a long-term occupier, there is no reason to plan for its release. |
| 41 Any further advice  |  |  |

| EXISTING EMPLOYMENT SITES                                  |  | E34 | A9  |
|--|--|-----|---|
| <b>Question number</b>                                     |  |     |   |
| 1 Assessor   | Jonathan Ngige   |     | Jonathan Ngige  |
| 2 Date   | 01 April 2016  |     | 01 April 2016   |
| <b>Basic facts</b>   |  |     |   |
| 3 Site ID / map reference                                  | E34  |     | A9  |
| 4 Site name  | Aspley Industrial Estate   |     | Mercedes-Benz Hemel Hempstead   |
|  |   |     |   |
| 5 Site address   | Aspley Industrial Estate, Kents Avenue, HP3 9XH  |     | London Road, Hemel Hempstead, HP3 9SX   |
| 6 Brief description (including ownership details if known) | Aspley Industrial Estate is a small, fairly modern industrial cluster located in a residential area and consists of a number of small industrial and bulk trading units. The site is mainly occupied by SME businesses ranging from car garages to building material suppliers. The industrial estate is owned by Dacorum Borough Council.   |     | The site is occupied by a second-hand car dealership with ancillary vehicle repair and servicing facilities   |
| 7 Site area, ha  | 0.80   |     | 0.23  |
| 8 Number of units (approx.)                                | 16   |     | 1   |
| 9 Type of employment area                                  | Mixed B Uses (Office & Industrial)   |     | Other   |
| <b>Planning</b>  |  |     |   |
| 10 Any planning policy designations                        | <p><b>Local Plan:</b> Policy 31 designates the site as Aspley General Employment Area. Proposed employment uses: industry. <b>Submitted Site Allocations:</b> Policy SA5 retains the site as a GEA. Employment uses: B1(c). Planning requirements: small units to be retained.</p> <p><b>Two Waters Strategic Framework:</b> not identified as a significant area of change. A more detailed Two Waters Master Plan is currently being prepared.</p> |     | <p><b>Local Plan:</b> Policy 31 - the site forms part of the Apsley Mills General Employment Area (GEA). Proposed employment uses: business (core office location). <b>Submitted Site Allocations:</b> Policy SA5 retains the GEA, but reduces it in size. The Mercedes-Benz dealership remains within the GEA. Employment uses: B1. Retention of the motor sales use is acceptable. <b>Two Waters Strategic Framework:</b> not identified as a significant area of change. A more detailed Two Waters Master Plan is currently being prepared.</p> |
| 11 Any relevant planning history - Give details.           | No   |     | Planning permission has been granted for the refurbishment and extension of the existing showroom (LPA ref: 4/03337/14/MFA)   |
| 12 Is the site in the floodplain?                          | No   |     | No  |

| EXISTING EMPLOYMENT SITES      |   | E34   | A9   |
|--------------------------------|---|---|--|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | The movement of HGVs into the site might cause noise disturbances to neighbours.  | No   |
| 14                             | Score   | 3 Middling  | 1 Nil  |
| <b>Strategic accessibility</b> |   |   |  |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is 50 metres from the A4251 which leads to the A41   | The site is 1.3 km from the A41  |
| 16                             | Score   | 2 Good  | 2 Good   |
| <b>Local access</b>            |   |   |  |
| 17                             | Suitability of access - Describe quality and facilities               | Local access along Kents Avenue might be slightly constrained due to the residential nature of the street.                              | London Road is suitable fro the site.  |
| 18                             | Score   | 3 Reasonable  | 2 Good   |
| <b>Public transport access</b> |   |   |  |
| 19                             | Describe - e.g. station, bus stops                                    | A number of bus stops are located on London Road which is a short walk from the site. Aspley train station is about 700m from the site. | The closest bus stop is about 50m away on London Road and is served by the 500,501 and H19 bus routes which run to Watford and Aylesbury. The site is also adjacent to Apsley Station. |

| EXISTING EMPLOYMENT SITES   |   | E34   | A9   |
|-----------------------------|---|---|--|
| <b>External environment</b> |   |   |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | While the immediate surroundings of the site are residential, the London Road area hosts a number of industrial, warehousing and bulky good retailing uses. It is broadly compatible with surrounding uses.   | The site occupies a prominent location on London Road and is slightly elevated above the street level. It is generally compatible with the surrounding industrial land. Local amenities are available along London Road. |
| 21                          | Score   | 2 Good  | 2 Good   |
| <b>Internal environment</b> |   |   |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | The units are arranged in a linear format due to the nature of the site. The site appears to be efficiently used. Parking appears to be inadequate with evidence of double parking along Kents Avenue. Circulation of vehicles around the site may be constrained because of the parking overflow though this may be connected to the car repair units on site. | The site is laid out in a manner that encourages easy circulation in addition to the display of the used cars. Parking and servicing on the site is generally of good quality  |
| 23                          | Score   | 3 Reasonable  | 1 Excellent  |
| <b>Market signals</b>       |   |   |  |
| 24                          | Main occupiers and activities   | Hipgrove Joinery, Tow-B-Fabs, Max Powder, Aspley Tyres, Utopia Signs - Manufacturing, land and transport  | Mercedes-Benz  |
| 25                          | Vacancy - describe / comment  | None  | None   |
| 26                          | Vacancy - agent details   | N/A   | N/A  |
| 27                          | Vacant floorspace if known, sq.m  | 0   | 0  |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  | None   |
| 29                          | Vacancy - score   | 1 Nil   | N/A  |
| 30                          | Current rental value or asking rent if known  | N/A   | N/A  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No  | N/A  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | Proximity to Frogmore Road Industrial Estate which is proposed for housing in the submitted Site Allocations Development Plan Document.   | Planning permission has been granted for the refurbishment and extension of the showroom   |

| EXISTING EMPLOYMENT SITES  |  | E34 | A9   |
|--|--|-----|--|
| <b>Development opportunities</b>   |  |     |  |
| 33 Opportunities for redevelopment / intensification / extension for current use | None   |     | No   |
| 34 Any constraints on redevelopment / intensification / extension                | The site's proximity to residential uses may hinder further development and there is no vacant land available for expansion. The southern boundary of the site is bound by a railway line. |     | The site borders the Green Belt  |
| <b>Conclusion: market potential</b>  |  |     |  |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes  |     | 1 Yes  |
| 36 Reasons / comments  | The site is at full occupancy and has reasonable strategic access  |     | It is purpose built for a single occupier. The proposed extension of the showroom indicates that the business is successfully trading on the site. |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |     |  |
| 37 For another employment use?   | No, the current employment use is the most suitable  |     | No   |
| 38 For alternative or mixed use?   | No   |     | No   |
| <b>Recommendation</b>  |  |     |  |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  |     | No   |
| 40 Reasons / comments / alternative uses   | It is an important local industrial centre   |     | The showroom is the main use on site and the repair element is considered to be ancillary. The site is therefore sui generis in planning terms.    |
| 41 Any further advice  |  |     |  |

| EXISTING EMPLOYMENT SITES |  | A10   | A11   |
|---------------------------|--|---|---|
| <b>Question number</b>    |  |   |   |
| 1                         | Assessor   | Jonathan Ngige  | Jonathan Ngige  |
| 2                         | Date   | 01 April 2016   | 03 June 2016  |
| <b>Basic facts</b>        |  |   |   |
| 3                         | Site ID / map reference                                  | A10   | A11   |
| 4                         | Site name  | Apsley Mills Cottage  | Corner Hall   |
|                           |  |    |   |
| 5                         | Site address   | Apsley Mills Cottage, Hemel Hempstead, HP3 9RL  | Corner Hall, Hemel Hempstead, HP3 9AW   |
| 6                         | Brief description (including ownership details if known) | The site is occupied by a historic building now used as office  | Mixed use residential and office site with motor trade uses and a builders' merchants.  |
| 7                         | Site area, ha  | 0.68  | 3.06  |
| 8                         | Number of units (approx.)                                | 1   | 36  |
| 9                         | Type of employment area                                  | Office  | Mixed B Uses (Office & Industrial)  |
| <b>Planning</b>           |  |   |   |
| 10                        | Any planning policy designations                         | <b>Local Plan:</b> Policy 31 - the site forms part of the Apsley Mills General Employment Area (GEA). Proposed employment uses: business (core office location). Apsley Mills Cottage is Grade II listed (Local Plan Policy 119; <b>Core Strategy</b> Policy CS27). <b>Submitted Site Allocations:</b> Policy SA5 retains the GEA, but reduces it in size. Apsley Mills Cottage remains within the GEA. Employment uses: B1. The western boundary adjoins proposed housing site H/9. <b>Two Waters Strategic Framework:</b> not identified as a significant area of change. A more detailed Two Waters Master Plan is currently being prepared. | <b>Local Plan:</b> Policy 31 - the site forms the majority of the Corner Hall General Employment Area (GEA). Proposed employment uses: business (core office location). <b>Submitted Site Allocations:</b> Policy SA5 reduces the size of the GEA. Employment uses: B1. <b>Two Waters Strategic Framework:</b> the site is within a proposed 'intensity cluster'. A more detailed Two Waters Master Plan is currently being prepared. |
| 11                        | Any relevant planning history - Give details.            | None  | Prior approval has been granted for change of use of four office buildings east of the B & Q store to RESIDENTIAL USE (LPA ref: 4/03139/16/OPA, 4/00383/16/OPA. It is believed that this permission has partly been implemented though one building will remain in office use.  |
| 12                        | Is the site in the floodplain?                           | No  | Yes   |

| EXISTING EMPLOYMENT SITES  | A10   | A11  |
|--|---|--|
| 13 Any adverse impacts of existing use on neighbours or the environment? | No  | No   |
| 14 Score   | 1 Nil   | 1 Nil  |
| <b>Strategic accessibility</b>   |   |  |
| 15 Describe - Ease of access/proximity to the roads                      | The site is 1.3 km from the A41   | The site is adjacent to the A414 which runs from the A41 to the M25.   |
| 16 Score   | 2 Good  | 2 Good   |
| <b>Local access</b>  |   |  |
| 17 Suitability of access - Describe quality and facilities               | London Road is an important local route   | Corner Hall, Lawn Lane and Two Waters Road (A414) provide is a suitable access to the site.  |
| 18 Score   | 2 Good  | 2 Good   |
| <b>Public transport access</b>   |   |  |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop is 50m away on London Road and is served by the 500,501 and H19 bus routes which run to Watford and Aylesbury. The site is also adjacent to Apsley station | The closest bus stops to the site are adjacent to the site in Two Waters Road and Lawn Lane. The site is served by the 1, 2, 300, 318, 500, 501, H10 and H11 bus routes to Aylesbury, Berkhamstead, Stevenage, Watford, Bennetts End and Welwyn Garden City. |

| EXISTING EMPLOYMENT SITES   |   | A10  | A11  |
|-----------------------------|---|--|--|
| <b>External environment</b> |   |  |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | Apsley Mills Cottage is set slightly back from the London Road frontage and is screened off by a low hedge. It is generally compatible with the surrounding uses   | The site's buildings have prominent frontages along Two Waters Road and Corner Hall. The surrounding area is predominantly residential but includes mixed A-class uses along Lawn Lane and bulky goods retailing (B & Q).  |
| 21                          | Score   | 2 Good   | 3 Reasonable   |
| <b>Internal environment</b> |   |  |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | Apsley Mills Cottage is set around a central landscaped courtyard. A large car park is located to the rear of the site and appears to be shared with the neighbouring John Dickinson Enterprise Centre and the Paper Mill pub. | Parking and servicing at B&Q is of good quality. The rest of the site is also has good servicing and parking including the trade counter uses to the south east of the site though the use of the service yard for storage of the materials might constrain access and parking. Parking at Evans Halshaw and Brayleys may be inadequate during peak hours. |
| 23                          | Score   | 2 Good   | 3 Reasonable   |
| <b>Market signals</b>       |   |  |  |
| 24                          | Main occupiers and activities   | Lock 67 Graphics   | B&Q, Veritape, Eckoh, Travis Perkins (builders' merchants), Evans Halshaw and Brayleys (motor trade uses), COMPCO (fire protection - offices).   |
| 25                          | Vacancy - describe / comment  | Unit 8 and Unit 5 are vacant but both are very small units   | None   |
| 26                          | Vacancy - agent details   | Paul Botje - 01442 234600  | N/A  |
| 27                          | Vacant floorspace if known, sq.m  | 33   | N/A  |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None   | None   |
| 29                          | Vacancy - score   | 2 Low  | 1 Nil  |
| 30                          | Current rental value or asking rent if known  | £3.47 psm  | N/A  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No   | The prior approval scheme for change of use from offices to housing has been partly implemented.   |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A  | Part of the site has a prior approval for conversion to residential under the PDR in place, it is understood that one of the blocks has been bought by the occupiers and will remain in employment use.  |

| EXISTING EMPLOYMENT SITES  | A10   | A11   |
|--|---|---|
| <b>Development opportunities</b>   |   |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | No  | None  |
| 34 Any constraints on redevelopment / intensification / extension                | Apsley Mills Cottage is listed  | The site is fully built out.  |
| <b>Conclusion: market potential</b>  |   |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 2 Likely  | 2 Likely  |
| 36 Reasons / comments  | Offers small business units which are in relatively short supply in the area.           | The trade counter and car dealership uses occupy prominent positions along a strategic road and will likely continue to operate from the site. It is unclear how much office floorspace will be retained within the site. |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |   |
| 37 For another employment use?   | No  | No  |
| 38 For alternative or mixed use?   | Yes - residential   | Yes - residential   |
| <b>Recommendation</b>  |   |   |
| 39 Should the site be safeguarded for its existing employment use?               | Yes   | Maybe / depends   |
| 40 Reasons / comments / alternative uses   | The site is reasonably well occupied and provides small-scale office space in the area. | The allocation should be reduced to reflect the parts of the site that are expected to remain in employment use.  |
| 41 Any further advice  |   |   |

| EXISTING EMPLOYMENT SITES                                  |   | A12 | A14   |
|--|---|-----|---|
| <b>Question number</b>                                     |   |     |   |
| 1 Assessor   | Jonathan Ngige  |     | Jonathan Ngige  |
| 2 Date   | 03 June 2016  |     | 03 June 2016  |
| <b>Basic facts</b>   |   |     |   |
| 3 Site ID / map reference                                  | A12   |     | A14   |
| 4 Site name  | Frogmore Mill   |     | Two Waters (east)   |
|  |    |     |   |
| 5 Site address   | Fourdrinier Way, Hemel Hempstead, HP3 9RY   |     | Riversend Road, Hemel Hempstead HP3 9AJ   |
| 6 Brief description (including ownership details if known) | The site consists of a paper mill with a visitor centre   |     | The site consists of a modern self-storage facility, industrial units, a concrete plant and a depot.  |
| 7 Site area, ha  | 4.05  |     | 2.04  |
| 8 Number of units (approx.)                                | 1   |     | 6   |
| 9 Type of employment area                                  | Mixed B Uses (Office & Industrial)  |     | General Industrial  |
| <b>Planning</b>  |   |     |   |
| 10 Any planning policy designations                        | <p><b>Local Plan:</b> Policy 31 designates a larger area as the Frogmore General Employment Area (GEA). Proposed employment uses: industry, storage and distribution. <b>Submitted Site Allocations:</b> Policy SA5 retains only the paper mill within the GEA, which is now called the Frogmore Mill GEA. Employment uses: B1, B8. The mill is used for paper manufacturing and as a visitor centre, but there is some scope for B-class uses in the mill and through limited intensification. The rest of the original GEA is proposed for housing (site H/13). <b>Two Waters Strategic Framework:</b> not identified as a significant area of change. A more detailed Two Waters Master Plan is currently being prepared. Part of the site is Grade II listed.</p> |     | <p><b>Local Plan:</b> Policy 31 - the site forms part of the Two Waters General Employment Area (GEA). Proposed employment uses: business, industry, storage and distribution. <b>Submitted Site Allocations:</b> Policy SA5 reduces the size of the GEA east of Two Waters Road to exclude land no longer in B-class use. Employment uses: B1, B2, B8. Environmental improvement sought. Landmark buildings required on London Road and Two Waters Way. <b>Hertfordshire Waste Local Plan:</b> shows site as an Employment Land Area of Search, where further waste management facilities are acceptable in principle. <b>Two Waters Strategic Framework:</b> the site is within a proposed 'intensity cluster'. A more detailed Two Waters Master Plan is currently being prepared.</p> |
| 11 Any relevant planning history - Give details.           | No  |     | No  |
| 12 Is the site in the floodplain?                          | Yes   |     | No  |

| EXISTING EMPLOYMENT SITES  | A12  | A14   |
|--|--|---|
| 13 Any adverse impacts of existing use on neighbours or the environment? | Some noise and air pollution from the paper mill may affect the surrounding neighbours.  | Noise and traffic impact associated HGVs.   |
| 14 Score   | 3 Middling   | 2 Low   |
| <b>Strategic accessibility</b>   |  |   |
| 15 Describe - Ease of access/proximity to the roads                      | The site is about 1.3 km from the A41.   | The site is located east of the A414 (Two Waters Way) and is approximately 500 metres from the junction of the A414 and the A41.                                |
| 16 Score   | 3 Reasonable   | 2 Good  |
| <b>Local access</b>  |  |   |
| 17 Suitability of access - Describe quality and facilities               | Durrants Hill Road is congested at peak periods and includes a single lane section. London Road close to the site is also congested.   | The site is accessed from the A4251(London Road) which appears to be suitable for the site however the London Road/Two Waters Road junction is often congested. |
| 18 Score   | 4 Poor   | 2 Good  |
| <b>Public transport access</b>   |  |   |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop is close to the site on Durrants Hill Road and is served by the 500, 501 and H19 to Watford, Berkhamstead and Aylesbury. The site is also 800m from Apsley train station. | The closest bus stop is approximately 100m away and the site is served by the 500, 501, H19 bus routes to Aylesbury and Watford.                                |

| EXISTING EMPLOYMENT SITES  |   | A12 | A14   |
|--|---|-----|---|
| <b>External environment</b>  |   |     |   |
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site lies within a residential area but is poorly integrated to the surrounding area.                     |     | The Access Self-Storage facility is a prominent local landmark and is visible from the surrounding network of roads. The site is surrounded by open land and parks as well as residential uses as such it is not particularly compatible with the surrounding uses. Amenities are available within Hemel Hempstead town centre which is approximately 1km away. |
| 21 Score   | 3 Reasonable  |     | 2 Good  |
| <b>Internal environment</b>  |   |     |   |
| 22 Describe - layout, parking, servicing, landscaping etc.   | The layout of the site is generally poor and dated. However parking provision appeared to be sufficient.      |     | Parking and servicing of the site is generally of poor quality with the exception of Access Self-Storage. There is minimal landscaping around the site.   |
| 23 Score   | 4 Poor  |     | 4 Poor  |
| <b>Market signals</b>  |   |     |   |
| 24 Main occupiers and activities   | Frogmore Paper Mill - paper mill  |     | Hipgrove construction (construction related activities), Access Self Storage (B8), Chiltern Timber (trade counter), Bridge Garage (MOT and vehicle repair).   |
| 25 Vacancy - describe / comment  | None  |     | None  |
| 26 Vacancy - agent details   |   |     | N/A   |
| 27 Vacant floorspace if known, sq.m  |   |     | N/A   |
| 28 Vacant land (undeveloped or cleared plots), ha  | None  |     | None  |
| 29 Vacancy - score   | 1 Nil   |     | 1 Nil   |
| 30 Current rental value or asking rent if known  |   |     | N/A   |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  | No  |     | The self storage facility has recently been completed on the site   |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | A residential redevelopment of the Frogmore Industrial Estate was promoted through the Site Allocations plan. |     |   |

| EXISTING EMPLOYMENT SITES  |  | A12 | A14                     |
|--|--|-----|-------------------------|
| <b>Development opportunities</b>   |  |     |                         |
| 33 Opportunities for redevelopment / intensification / extension for current use | There might be opportunity for limited employment redevelopment next to the mill.                    |     | None                    |
| 34 Any constraints on redevelopment / intensification / extension                | The paper mill is of historic importance and should be retained (the manager's house is listed).     |     | Residential neighbours. |
| <b>Conclusion: market potential</b>  |  |     |                         |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes  |     | 1 Yes                   |
| 36 Reasons / comments  |  |     |                         |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |     |                         |
| 37 For another employment use?   | Yes  |     | No                      |
| 38 For alternative or mixed use?   | No   |     | Yes - residential.      |
| <b>Recommendation</b>  |  |     |                         |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  |     | Yes                     |
| 40 Reasons / comments / alternative uses   | Part of the site has the potential to be promoted for alternative and more intensive employment use. |     |                         |
| 41 Any further advice  |  |     |                         |

| EXISTING EMPLOYMENT SITES |  | A13  | A16  |
|---------------------------|--|--|--|
| <b>Question number</b>    |  |  |  |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige   |
| 2                         | Date   | 03 June 2016   | 29 April 2016  |
| <b>Basic facts</b>        |  |  |  |
| 3                         | Site ID / map reference                                  | A13  | A16  |
| 4                         | Site name  | Two Waters (west)  | Akeman Street  |
|                           |  |   |    |
| 5                         | Site address   | Whiteleaf Road, Hemel Hempstead, HP3 9HD   | Akeman Street, Tring, HP23 6AF   |
| 6                         | Brief description (including ownership details if known) | The site consists mainly of the Chancerygate Business centre (c.1980s/1990s), which includes a number of trade counters. There is also the Symbio House office building (being demolished) and a bus depot.  | Akeman Business Park contains several small units used for various employment and other purposes at the edge of Tring town centre. Larger office and industrial buildings front onto Akeman Street.  |
| 7                         | Site area, ha  | 4.87   | 0.60   |
| 8                         | Number of units (approx.)                                | 22   | 12   |
| 9                         | Type of employment area                                  | Mixed B Uses (Office & Industrial)   | Mixed B Uses (Office & Industrial)   |
| <b>Planning</b>           |  |  |  |
| 10                        | Any planning policy designations                         | <b>Local Plan:</b> Policy 31 - the site forms part of the Two Waters General Employment Area (GEA). Proposed employment uses: business, industry, storage and distribution. <b>Submitted Site Allocations:</b> Policy SA5 reduces the size of the GEA west of Two Waters Road to exclude land no longer in B-class use and the eastern part of the National Grid site. Employment uses: B1, B2, B8. The National Grid site to the west is allocated for housing (site H/2). <b>Hertfordshire Waste Local Plan:</b> shows site as an Employment Land Area of Search, where further waste management facilities are acceptable in principle. <b>Two Waters Strategic Framework:</b> the site is within a proposed 'intensity cluster'. A more detailed Two Waters Master Plan is currently being prepared. | <b>Local Plan:</b> Policy 31 designates 'Akeman Street' as a General Employment Area (GEA). Proposed employment uses: business. Located in Tring Conservation Area. 81-82 Akeman Street are listed and some other buildings should also be retained (Local Plan Policies 119,120; <b>Core Strategy</b> Policy CS27). <b>Submitted Site Allocations:</b> Policy SA5 reduces the size of the GEA, but retains site A16. Employment uses: B1. Potential for some non-residential mixed uses (e.g. social and community uses) ancillary to B1 use. |
| 11                        | Any relevant planning history - Give details.            | Planning permission has been granted to replace the Symbio House office building (currently being demolished) by a 16 storey building containing 272 flats (LPA ref. 4/03441/15/MFA).  | Prior approval has been granted for change of use of most of the site from offices to housing (LPA refs. 4/01257/16/OPA and 4/02762/16/OPA).   |
| 12                        | Is the site in the floodplain?                           | No   | No   |

| EXISTING EMPLOYMENT SITES      |   | A13   | A16   |
|--------------------------------|---|---|---|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | Noise and traffic impact associated with the bus depot and HGVs.  | There may be some impact on the traffic flows of local roads.   |
| 14                             | Score   | 2 Low   | 3 Middling  |
| <b>Strategic accessibility</b> |   |   |   |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is located west of the A414 (Two Waters Way) and is approximately 500 from the junction of the A414 and the A41.                                       | The site is about 1.5 km from the A41   |
| 16                             | Score   | 2 Good  | 3 Reasonable  |
| <b>Local access</b>            |   |   |   |
| 17                             | Suitability of access - Describe quality and facilities               | The site is accessed from the A4251(London Road) which appears to be suitable for the site however the London Road/Two Waters Road junction is often congested. | Akeman Street is a narrow, quiet street primarily serving a residential area.   |
| 18                             | Score   | 2 Good  | 3 Reasonable  |
| <b>Public transport access</b> |   |   |   |
| 19                             | Describe - e.g. station, bus stops                                    | The closest bus stop is approximately 100m away and the site is served by the 500, 501, H19 bus routes to Aylesbury and Watford.                                | The site is about 350m from the closest bus stop along the High Street. The bus stop is served by the 50, 61, 164, 387 and 500 bus routes which run to Aylesbury, New Mill Hemel Hempstead and Watford. |

| EXISTING EMPLOYMENT SITES  |  | A13   | A16 |
|--|--|---|-----|
| <b>External environment</b>  |  |   |     |
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is largely surrounded by open land and parks as such it is not particularly compatible with the surrounding uses. Amenities are available within Hemel Hempstead town centre which is approximately 1km away. | The buildings on Akeman Street have a prominent frontage. While the office element of the site is compatible with the nearby residential uses, the industrial uses are not strictly compatible. Amenities are easily accessible in Tring town centre. |     |
| 21 Score   | 2 Good   | 3 Reasonable  |     |
| <b>Internal environment</b>  |  |   |     |
| 22 Describe - layout, parking, servicing, landscaping etc.   | Parking and servicing of the site is generally of poor quality with the exception of Chancerygate Business Centre. There is minimal landscaping around the site.   | Most of the buildings are historic and space for parking and servicing is somewhat limited. There is some forecourt parking. Additional parking is provided at the rear of the building.  |     |
| 23 Score   | 4 Poor   | 3 Reasonable  |     |
| <b>Market signals</b>  |  |   |     |
| 24 Main occupiers and activities   | Arriva (bus depot and offices), Topps Tiles (trade counter), ATS Euromaster (MOT, vehicle servicing and repair).   | Rennie Grove Hospice, Scott Quite, LT Accountancy   |     |
| 25 Vacancy - describe / comment  | Vacant unit at Chancerygate Business Centre  | Yes   |     |
| 26 Vacancy - agent details   | Braiser Freeth, Aitchison Raffety  | Agent details: Aurient - 020 3011 0111  |     |
| 27 Vacant floorspace if known, sq.m  | Chancerygate Business Centre, Unit 8 - 313 sq.m  |   |     |
| 28 Vacant land (undeveloped or cleared plots), ha  | The site adjoins potential employment allocation P2  | None  |     |
| 29 Vacancy - score   | 2 Low  | 2 Low   |     |
| 30 Current rental value or asking rent if known  | For sale £470,000  | N/A   |     |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  | The Aldi foodstore on the southern boundary of the site is a relatively new addition that has gone some way in uplifting the local area.   | No  |     |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |  |   |     |

| EXISTING EMPLOYMENT SITES  |  | A13 | A16  |
|--|--|-----|--|
| <b>Development opportunities</b>   |  |     |  |
| 33 Opportunities for redevelopment / intensification / extension for current use | The site could be expanded to encompass the National Grid facility to the north west of the site. However, the National Grid site (including Haven House, which is now closed) is proposed for housing development in the Site Allocations plan. |     | There is no opportunity for extension or intensification. Any redevelopment on the site would need to consider the surrounding residential uses. |
| 34 Any constraints on redevelopment / intensification / extension                | Future residential neighbours on the Symbio House site (if permission implemented) and on the National Grid site.  |     | Residential neighbours.  |
| <b>Conclusion: market potential</b>  |  |     |  |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes  |     | 1 Yes  |
| 36 Reasons / comments  |  |     | Well located, affordable business floorspace.  |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |     |  |
| 37 For another employment use?   | No   |     | No   |
| 38 For alternative or mixed use?   | Yes - residential  |     | Residential  |
| <b>Recommendation</b>  |  |     |  |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  |     | No   |
| 40 Reasons / comments / alternative uses   |  |     | Most of the site has been lost to residential through permitted development rights.  |
| 41 Any further advice  | Extending the site boundary to include the National Grid facility might be useful for comprehensively redeveloping the site should the National Grid site come forward for redevelopment.  |     |  |

| EXISTING EMPLOYMENT SITES |  | A17   | A7  |
|---------------------------|--|---|---|
| <b>Question number</b>    |  |   |   |
| 1                         | Assessor   | Jonathan Ngige  | Jonathan Ngige  |
| 2                         | Date   | 22 April 2016   | 22 April 2016   |
| <b>Basic facts</b>        |  |   |   |
| 3                         | Site ID / map reference                                  | A17   | A7  |
| 4                         | Site name  | Icknield Way Industrial Estate  | Local allocation LA5  |
|                           |  |    |   |
| 5                         | Site address   | Icknield Way Industrial Estate, Icknield Way, Tring, HP23 4JY   | Icknield Way, Tring   |
| 6                         | Brief description (including ownership details if known) | The site consists of the Icknield Way Industrial estate and a proposed extension to it.   | Vacant site within the Green Belt   |
| 7                         | Site area, ha  | 6.70  | 0.75  |
| 8                         | Number of units (approx.)                                | 15  | 0   |
| 9                         | Type of employment area                                  | General Industrial  |   |
| <b>Planning</b>           |  |   |   |
| 10                        | Any planning policy designations                         | <p><b>Local Plan:</b> Policy 31 designates Icknield Way as a General Employment Area (GEA). Proposed employment uses: business, industry, storage and distribution. An extension to the GEA was proposed (employment site E6) to the east adjoining Miswell Lane.</p> <p><b>Submitted Site Allocations:</b> Policy SA5 deletes Local Plan site E6. Employment uses on the existing industrial estate: B1, B2, B8. Policy LA5 proposes a 0.75 ha. extension to the GEA westwards for B-class uses, as part of the housing led LA5 development. The draft LA5 Master Plan provides further guidance. <b>Hertfordshire Waste Local Plan:</b> shows the existing GEA as an Employment Land Area of Search, where further waste management facilities are acceptable in principle.</p> | <p><b>Local Plan:</b> Policy 31 designates Icknield Way as a General Employment Area (GEA). Proposed employment uses: business, industry, storage and distribution. An extension to the GEA was proposed (employment site E6) to the east adjoining Miswell Lane.</p> <p><b>Submitted Site Allocations:</b> Policy SA5 deletes Local Plan site E6. Employment uses on the existing industrial estate: B1, B2, B8. Policy LA5 proposes a 0.75 ha. extension to the GEA westwards for B-class uses, as part of the housing led LA5 development. The draft LA5 Master Plan provides further guidance. <b>Hertfordshire Waste Local Plan:</b> shows the existing GEA as an Employment Land Area of Search, where further waste management facilities are acceptable in principle.</p> |
| 11                        | Any relevant planning history - Give details.            | No  | No  |
| 12                        | Is the site in the floodplain?                           | No  | No  |

| EXISTING EMPLOYMENT SITES      |   | A17  | A7   |
|--------------------------------|---|--|--|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | Some noise and traffic (HGV) impact on residential neighbours.   | None   |
| 14                             | Score   | 2 Low  | 1 Nil  |
| <b>Strategic accessibility</b> |   |  |  |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is about 1km from the A41.  | The site is about 1km from the A41.  |
| 16                             | Score   | 2 Good   | 2 Good   |
| <b>Local access</b>            |   |  |  |
| 17                             | Suitability of access - Describe quality and facilities               | Local access along Icknield Way appears to be suitable.  | Local access along Icknield Way appears to be suitable.  |
| 18                             | Score   | 2 Good   | 2 Good   |
| <b>Public transport access</b> |   |  |  |
| 19                             | Describe - e.g. station, bus stops                                    | The closest bus stop to the site is about 300m from the site along Christchurch Road. The bus stop is served by the 387 bus route to Tring, Aldbury and Beech Park (Wiggington). | The closest bus stop to the site is about 300m from the site along Christchurch Road. The bus stop is served by the 387 bus route to Tring, Aldbury and Beech Park (Wiggington). |

| EXISTING EMPLOYMENT SITES   |   | A17   | A7   |
|-----------------------------|---|---|--|
| <b>External environment</b> |   |   |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | Most of the site is screened off from Icknield Way by boundary planting. The site isn't compatible with surrounding uses and is bordered by the Green Belt to the north and west, and a residential area to the south and east of the site. The site is about 1.5 km from the amenities in Tring town centre. | The site is currently vacant greenfield site                               |
| 21                          | Score   | 3 Reasonable  | 3 Reasonable   |
| <b>Internal environment</b> |   |   |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | Icknield Way Industrial Estate is well laid out with adequate parking and servicing to all units. The site is suited for the servicing and manoeuvring of HGVs. There is some landscaping along the site's edge and within the site though it is not of very high quality.                                    |  |
| 23                          | Score   | 2 Good  | 5 Very Poor  |
| <b>Market signals</b>       |   |   |  |
| 24                          | Main occupiers and activities   | Nikon, Applied Engineer Solutions, Trade Signs UK, Noble Foods  |  |
| 25                          | Vacancy - describe / comment  | None  | The site is currently vacant   |
| 26                          | Vacancy - agent details   |   |  |
| 27                          | Vacant floorspace if known, sq.m  |   |  |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  | None   |
| 29                          | Vacancy - score   | 1 Nil   | 1 Nil  |
| 30                          | Current rental value or asking rent if known  | N/A   | N/A  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | N/A   | N/A  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A   | Not suitable for B2 or B8 uses due to proximity to new housing development |

| EXISTING EMPLOYMENT SITES  | A17  | A7  |
|--|--|---|
| <b>Development opportunities</b>   |  |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | There is an opportunity to extend the current use of the site westwards onto the LA5 site (0.75 ha. proposed for employment development).                            |   |
| 34 Any constraints on redevelopment / intensification / extension                | The site is adjacent to Green Belt and a residential area. However, the LA5 development is proposed to be excluded from the Green Belt in the Site Allocations plan. | The site is currently part of the Green Belt however, it is proposed that the site will be excluded the Site Allocations plan. Proximity to residential uses. |
| <b>Conclusion: market potential</b>  |  |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes  | 1 Yes   |
| 36 Reasons / comments  | The site is well located and has good access to a strategic road.  | The site is well located and has good access to a strategic road.   |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |   |
| 37 For another employment use?   | No   | Yes   |
| 38 For alternative or mixed use?   | No   | Yes - residential   |
| <b>Recommendation</b>  |  |   |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  | Yes   |
| 40 Reasons / comments / alternative uses   | The site is currently well occupied and offers good quality industrial units. There is further   |   |
| 41 Any further advice  |  |   |

**EXISTING EMPLOYMENT SITES**

E1

A4

| Question number    |  |  |  |
|--------------------|--|--|--|
| 1                  | Assessor   | Jonathan Ngige   | Jonathan Ngige   |
| 2                  | Date   | 22 April 2016  | 01 April 2016  |
| <b>Basic facts</b> |  |  |  |
| 3                  | Site ID / map reference                                  | E1   | A4   |
| 4                  | Site name  | Watling Street (rear of Hicks Road), Markyate  | Civic Centre, Marlowes   |
|                    |  |   |    |
| 5                  | Site address   | Hicks Yard, Watling Street, Markyate, AL3 8JL  | Hemel Hempstead Civic Centre, Marlowes, Hemel Hempstead, HP1 1HH   |
| 6                  | Brief description (including ownership details if known) | The site consists of a small part of the former Hicks Road Industrial Estate, to the north of the new Richmond Square development.   | The Civic Centre housed Dacorum Borough Council's main offices and hosted a number of other civic services until January 2017, but is now vacant. The design of the building is of typical post-war modernist design and is set far back from Marlowes. The site also includes West Herts College Campus and Hemel Hempstead police station.   |
| 7                  | Site area, ha  | 0.27   | 1.33   |
| 8                  | Number of units (approx.)                                | N/A  | 1  |
| 9                  | Type of employment area                                  | General Industrial   | Town Centre  |
| <b>Planning</b>    |  |  |  |
| 10                 | Any planning policy designations                         | <p><b>Local Plan:</b> Policy 31 - the site forms the northern part of the Markyate General Employment Areas (GEA).</p> <p><b>Core Strategy:</b> Strategic site SS2 - redevelopment of the GEA is proposed for a mixed use scheme, including housing and employment uses. Further detail is provided in the Hicks Road Master Plan.</p> <p><b>Submitted Site Allocations:</b> Policy SA5 proposes a revised GEA boundary, including the exclusion of Hicks Yard which is shown as a housing allocation (site H/20).</p> | <p><b>Core Strategy:</b> the policies map shows the site as being in Hemel Hempstead town centre. Figures 17 and 22 and Policy CS33 relate to the town centre and site A4 forms part of the Gade Zone. Figure 17 proposes a range of uses in the Gade Zone, including business uses. <b>Hemel Hempstead Town Centre Masterplan.</b> Redevelopment of the wider Civic Centre/college area is proposed in the Masterplan,. Further guidance is contained in the Gade Zone Planning Statement.</p> <p><b>Submitted Site Allocations:</b> mixed use proposal MU/1 proposes a replacement college, new public service quarter and housing (500-600 homes) in the wider Civic Centre/college area.</p> |
| 11                 | Any relevant planning history - Give details.            |  | The Civic Centre is part of the wider Civic Centre/West Herts College redevelopment area. No planning application has been submitted yet for the redevelopment of the Civic Centre.  |
| 12                 | Is the site in the floodplain?                           | Yes  | Partially  |

| EXISTING EMPLOYMENT SITES      |   | E1  | A4  |
|--------------------------------|---|---|---|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | None  | The site does not negatively impact neighbours or the environment. The current use is in keeping with its town centre location.   |
| 14                             | Score   | 2 Low   | 1 Nil   |
| <b>Strategic accessibility</b> |   |   |   |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site has direct access onto the A5 and is 3km from the M1.  | The Civic Centre is about 1.5 km from the A414 which leads to the A41 in the south west and the M1 motorway.  |
| 16                             | Score   | 1 Excellent   | 3 Reasonable  |
| <b>Local access</b>            |   |   |   |
| 17                             | Suitability of access - Describe quality and facilities               | The site is accessed from both the A5 and Hicks Road.   | The Civic Centre fronts Marlowes which is a principal street in the town centre. As a fairly busy town centre road, traffic queues are likely during peak hours.  |
| 18                             | Score   | 1 Excellent   | 3 Reasonable  |
| <b>Public transport access</b> |   |   |   |
| 19                             | Describe - e.g. station, bus stops                                    | A bus stop is located along Hicks Road, 80m from the site and is served by bus route 34 to Dunstable and St Albans, and route 46 to Hemel Hempstead and Luton. There are also bus stops along the A5 100m from the site served by coaches 771 and 772 to London and Leighton Buzzard. | A number of bus stops are located along Marlowes just outside the Civic Centre and are served by a number of bus routes including the 1,2,3,4,30,31,300 and 500 bus routes running to Aylesbury, Boxmoor, Cupid Green, Uxbridge, Stevenage and Watford. |

| EXISTING EMPLOYMENT SITES   |   | E1   | A4  |
|-----------------------------|---|--|---|
| <b>External environment</b> |   |  |   |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The development is not compatible with surrounding uses which are predominantly residential. The High Street is about 300m from the site.  | The site is compatible with the surrounding town centre uses with convenient access to town centre amenities.   |
| 21                          | Score   | 4 Poor   | 2 Good  |
| <b>Internal environment</b> |   |  |   |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | The quality of the site is generally poor. The site's shape and layout constrains parking and servicing.   | The site is poorly laid out with the Civic Centre set far back from the street. The public realm at the front of the building is of poor quality and is poorly used. Underground parking is provided in the building with additional on-street parking along Dacorum Way and to the rear. |
| 23                          | Score   | 4 Poor   | 3 Reasonable  |
| <b>Market signals</b>       |   |  |   |
| 24                          | Main occupiers and activities   | DMF car repairs, Hamlyn Motor Services   | Dacorum Borough Council and the library were the main occupiers of the Civic Centre. These uses relocated to the new Forum building (junction of Marlowes and Combe Street) in January 2017.  |
| 25                          | Vacancy - describe / comment  | None   | The building is vacant, pending demolition.   |
| 26                          | Vacancy - agent details   | N/A  | N/A   |
| 27                          | Vacant floorspace if known, sq.m  | N/A  | N/A   |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None   | None  |
| 29                          | Vacancy - score   | 1 Nil  | 3 Middling  |
| 30                          | Current rental value or asking rent if known  |  | N/A   |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | 4/01173/11/MFA - Comprehensive redevelopment of the land south of the site to provide 75 residential dwellings; Class B1, B2 and B8 accommodation; a surgery/health centre; and 3 commercial units (for class A1/A2/A3/A4 and B1 use). This development has been implemented | No  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A  | Demolition of the Civic Centre is proposed now that the existing uses have moved to the Forum.  |

| EXISTING EMPLOYMENT SITES  | E1   | A4  |
|--|--|---|
| <b>Development opportunities</b>   |  |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | Opportunity for residential development.   | The Civic Centre is likely to be redeveloped mainly or entirely for housing. The West Herts College campus is currently being redeveloped - intensifying the current use on the northern end of the site. |
| 34 Any constraints on redevelopment / intensification / extension                | The site adjoins residential uses. There is no opportunity to intensify or extend its current use. | None  |
| <b>Conclusion: market potential</b>  |  |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 3 Hard to tell   | 5 No  |
| 36 Reasons / comments  | The site currently serves a local need however, its operation is incompatible with nearby uses.    | The Civic Centre is likely to be redeveloped mainly or entirely for housing.  |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |   |
| 37 For another employment use?   | No   | No  |
| 38 For alternative or mixed use?   | Yes - residential  | Yes, including housing.   |
| <b>Recommendation</b>  |  |   |
| 39 Should the site be safeguarded for its existing employment use?               | No   | No  |
| 40 Reasons / comments / alternative uses   | The site is of poor quality and constrained.   | The Civic Centre likely to be redeveloped mainly or entirely for housing.   |
| 41 Any further advice  |  |   |

**EXISTING EMPLOYMENT SITES**

A3

A6

| Question number  |  |  |
|--|--|--|
| 1 Assessor   | Jonathan Ngige   | Jonathan Ngige   |
| 2 Date   | 01 April 2016  | 01 April 2016  |
| Basic facts  |  |  |
| 3 Site ID / map reference                                  | A3   | A6   |
| 4 Site name  | Hemel Hempstead Hospital   | Paradise/Wood Lane   |
|  |   |    |
| 5 Site address   | Hillfield Road, Hemel Hempstead, HP2 4AD   | Paradise Industrial Estate   |
| 6 Brief description (including ownership details if known) | The site comprises of Hemel Hempstead Hospital and public open space   | The site consists of an industrial estate with some residential uses.  |
| 7 Site area, ha  | 6.96   | 3.23   |
| 8 Number of units (approx.)                                |  | 30   |
| 9 Type of employment area                                  | Hospital   | Mixed B Uses (Office & Industrial)   |
| Planning   |  |  |
| 10 Any planning policy designations                        | <p><b>Core Strategy:</b> the policies map shows the site as being in Hemel Hempstead town centre. Figures 17 and 22 and Policy CS33 relate to the town centre and site A3 forms part of the Hospital Zone. Figure 17 states that the Hospital Zone has significant opportunities for a mix of uses, including business uses. <b>Hemel Hempstead Town Centre Masterplan:</b> contains further guidance on the Hospital Zone. <b>Submitted Site Allocations:</b> mixed use proposal MU/2 proposes a replacement hospital, a primary school and housing on site A3.</p> | <p><b>Local Plan:</b> Policy 31 designates Paradise as a General Employment Area (GEA). Proposed employment uses: business (core office location). <b>Core Strategy:</b> the policies map shows the site as being in Hemel Hempstead town centre. Figures 17 and 22 and Policy CS33 relate to the town centre and site A6 forms part of the Hospital Zone. Figure 17 states that the Hospital Zone has significant opportunities for a mix of uses, including business uses. <b>Hemel Hempstead Town Centre Masterplan:</b> contains further guidance on the Hospital Zone. <b>Submitted Site Allocations:</b> mixed use proposal MU/3 proposes B1 led business and housing (75 homes) on site A6. The MU/3 site excludes the part of the Paradise GEA (i.e. the Royal Mail site) that has been redeveloped for housing and self-storage facility.</p> |
| 11 Any relevant planning history - Give details.           | No   | The redevelopment of the former Royal Mail site for a mix of housing and self-storage uses (LPA ref. 4/01450/12/MFA) to the south of the site has been completed.  |
| 12 Is the site in the floodplain?                          | No   | No   |

| EXISTING EMPLOYMENT SITES      |   | A3  | A6  |
|--------------------------------|---|---|---|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | Noise from ambulance sirens and traffic to and from the hospital may negatively affect residential neighbours.  | No  |
| 14                             | Score   | 2 Low   | 1 Nil   |
| <b>Strategic accessibility</b> |   |   |   |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is about 600m from the A414 which joins the A41 to the M1.   | The site is adjacent to St Albans Road (A414).  |
| 16                             | Score   | 2 Good  | 1 Excellent   |
| <b>Local access</b>            |   |   |   |
| 17                             | Suitability of access - Describe quality and facilities               | Hillfield Road appears to be suited to serve the hospital. Though it runs through a largely residential area.   | Local access to the site from both Park Lane and St Albans Road is of good quality.   |
| 18                             | Score   | 3 Reasonable  | 1 Excellent   |
| <b>Public transport access</b> |   |   |   |
| 19                             | Describe - e.g. station, bus stops                                    | The closest bus stops to the site are located along Marlowes 250m from the site and include the 1,2,3,4,30,31,300 and 500 bus routes running to Aylesbury, Boxmoor, Cupid Green, Uxbridge, Stevenage and Watford. | The closest bus stops to the site are at Riverside Shopping Centre about 600m from the site. These stops are served by several bus routes including the 46, 51, 101, 207, 300, 352, 353, 500 to Aylesbury, Watford and Stevenage. |

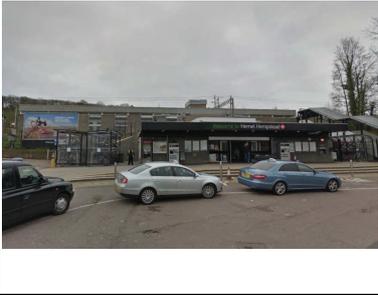
| EXISTING EMPLOYMENT SITES   |   | A3  | A6   |
|-----------------------------|---|---|--|
| <b>External environment</b> |   |   |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The hospital is fairly well integrated into the surrounding area. It is generally compatible with the surrounding town centre uses. Access to amenities is good with Hemel Hempstead town centre about 100m from the site.  | The site is on the edge of the town centre, but is not visually prominent. It is broadly compatible with the surrounding residential and employment uses. Amenities are easily accessible in Hemel Hempstead town centre, including the Riverside Shopping Centre 600m away. |
| 21                          | Score   | 3 Reasonable  | 1 Excellent  |
| <b>Internal environment</b> |   |   |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | The hospital site has been developed in a piecemeal manner over the years and the current layout does not make efficient use of the site. On site parking is limited but public parking is available at a nearby NCP car park. Servicing and ambulance to the site appear to be adequate. | The layout of the site is adequate though improvements to the public realm could be improved. Parking appeared to be adequate though parking and servicing to individual units within the site appeared to be constrained.   |
| 23                          | Score   | 3 Reasonable  | 3 Reasonable   |
| <b>Market signals</b>       |   |   |  |
| 24                          | Main occupiers and activities   | Hemel Hempstead Hospital  | Co-Op Funeral Care, The KTM Centre, Breakspear Medical   |
| 25                          | Vacancy - describe / comment  | None  | None   |
| 26                          | Vacancy - agent details   | N/A   | N/a  |
| 27                          | Vacant floorspace if known, sq.m  | N/A   | N/a  |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  | None   |
| 29                          | Vacancy - score   | 1 Nil   | N/a  |
| 30                          | Current rental value or asking rent if known  | N/A   | N/a  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No  |  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |   | Part of the original GEA was released for residential and self-storage development. There have been recent enquiries about possible housing development on further small parts of the site.  |

| EXISTING EMPLOYMENT SITES  |   | A3   | A6 |
|--|---|--|----|
| <b>Development opportunities</b>   |   |  |    |
| 33 Opportunities for redevelopment / intensification / extension for current use | The site has been identified for mixed use redevelopment, but the proposals in the Site Allocations document do not include B-class uses. Detailed proposals for the site have not yet been produced.         | There is potential to redevelop the site, either on a comprehensive basis or in a phased manner. |    |
| 34 Any constraints on redevelopment / intensification / extension                | None  |  |    |
| <b>Conclusion: market potential</b>  |   |  |    |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes   | 2 Likely   |    |
| 36 Reasons / comments  | The NHS will continue to operate the hospital for the foreseeable future and is likely to reduce its land holding.  |  |    |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |  |    |
| 37 For another employment use?   | No  | Yes  |    |
| 38 For alternative or mixed use?   | Yes, including housing.   | Yes - housing  |    |
| <b>Recommendation</b>  |   |  |    |
| 39 Should the site be safeguarded for its existing employment use?               | No  | Maybe / depends  |    |
| 40 Reasons / comments / alternative uses   | The site provides important office and industrial units for small and medium businesses. However, the release of part of the site for housing may compromise the continued operational efficiency of the GEA. |  |    |
| 41 Any further advice  |   |  |    |

**EXISTING EMPLOYMENT SITES**

A5

A2

| Question number  | A5  | A2   |
|--|---|--|
| 1 Assessor   | Jonathan Ngige  | Jonathan Ngige   |
| 2 Date   | 01 April 2016   | 01 April 2016  |
| <b>Basic facts</b>   |   |  |
| 3 Site ID / map reference                                  | A5  | A2   |
| 4 Site name  | Hemel Hempstead station gateway   | Bourne End Mills, Bourne End   |
|  |    |    |
| 5 Site address   | London Road, Hemel Hempstead  | Upper Bourne End Lane, Bourne End, HP1 2UJ   |
| 6 Brief description (including ownership details if known) | The site is currently occupied by the Hemel Hempstead train station, the station car park, an engineering yard, motor trade uses and four houses.   | Bourne End Mills is a large industrial estate within the Green Belt. It is adjacent to the small settlement of Bourne End. The site consists of (1) land (2.8 ha.) where new B1(c)/B2/B8 units are currently being built (2) land (1.19 ha.) where older industrial units have been demolished prior to residential development (3) two small areas containing older industrial units.   |
| 7 Site area, ha  | 4.32  | 6.93   |
| 8 Number of units (approx.)                                | 1   | Only 3 of the original units remain. 5 new units are currently being built, one of which is capable of being sub-divided into 7 units.   |
| 9 Type of employment area                                  | General Industrial  | General Industrial   |
| <b>Planning</b>  |   |  |
| 10 Any planning policy designations                        | <b>Local Plan:</b> the station is safeguarded for its existing use (ref. T14). The rest of the site is shown as being within a residential area. <b>Hemel Hempstead Station Gateway Feasibility Study (2011):</b> this study advised the Council on the possible comprehensive redevelopment of the site for the station and other uses. <b>Submitted Site Allocations:</b> mixed use proposal MU/4 proposes mixed redevelopment to include an improved transport interchange, a car park and housing. The proposals do not include B-class uses. <b>Two Waters Strategic Framework:</b> the site is within a proposed 'intensity cluster'. A more detailed Two Waters Master Plan is currently being prepared. | <b>Local Plan:</b> - the site is designated as a Major Developed Site in the Green Belt (Policy 5) and an Employment Area in the Green Belt (Policy 32). <b>Submitted Site Allocations:</b> - retains the Local Plan designations, but with amended boundaries (see Policy SA2, site MDS/8 in the Schedule of Major Developed Sites and Policy SA6). Employment uses proposed in Policy SA6: B1, B2, B8. The planning requirements in Policy SA6 seek substantial environmental improvements, including landscaping and rationalisation of the layout. |
| 11 Any relevant planning history - Give details.           | Planning applications were submitted in late 2016 to redevelop 499 and 501 London Road, which are currently in motor trade use. The applications proposed up to 6,600 sq. metres of offices and a convenience store. Two applications relating to 499 London Road (LPA refs. 4/02899/16/MOA and 4/03073/16/MOA) were refused, but there was no objection to the principle of office development. Two other applications relating to 501 London Road (LPA refs. 4/03212/16/MOA and 4/03342/16/MOA) are yet to be determined.   | Planning permission (LPA ref. 4/03072/15/MFA) has been granted for redevelopment for B1c, B2 or B8 units and up to 45 homes. The employment development is under construction. It is proposed to build 6,407 m2 of new B class floorspace 10,993 m2 of existing floorspace has been demolished (net loss of 4,586 m2). The proposed housing is located within the defined Employment Area in the Green Belt.<br><br>This permission excludes existing Units 28, 30 and 31 fronting Upper Bourne End Lane.  |
| 12 Is the site in the floodplain?                          | No  | No   |

**EXISTING EMPLOYMENT SITES**

A5

A2

|                                |   |   |  |
|--------------------------------|---|---|--|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | There might be some noise impacts from the Aspin Group yard. Traffic congestion on London Road is high during peak hours.   | The original occupiers of the site would have caused significant noise and environmental impact on the surrounding residential and agricultural neighbours. However, since most of the units on the site are vacant, this impact has been minimised. |
| 14                             | Score   | 3 Middling  | 3 Middling   |
| <b>Strategic accessibility</b> |   |   |  |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is about 1.7 km from the A41   | The site is well located and is adjacent to the junction of Upper Bourne End Lane and the A41.   |
| 16                             | Score   | 2 Good  | 1 Excellent  |
| <b>Local access</b>            |   |   |  |
| 17                             | Suitability of access - Describe quality and facilities               | Local access to the site is through London Road which is a major local road.  | Local access to the site is through Upper Bourne End Lane. The road ends in a dead end as access through Bourne End Lane is restricted. The road is not well suited for HGV vehicles.  |
| 18                             | Score   | 2 Good  | 3 Reasonable   |
| <b>Public transport access</b> |   |   |  |
| 19                             | Describe - e.g. station, bus stops                                    | The site includes a transport interchange and is served by a number of bus routes including the 500, 501, 502, 730, 1, 3 and 4 buses which run to Aylesbury, Watford, Bovingdon, Chipperfield and Hemel Hempstead. Hemel Hempstead train station is served by trains calling at Tring, Northampton, Milton Keynes and London. | The closest bus stops to the site are about 800m from the site along London Road with regular services to Aylesbury, Watford and Hemel Hempstead.  |

**EXISTING EMPLOYMENT SITES**

A5

A2

| External environment   |   |   |
|--|---|---|
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The train station is set back from the road frontage. The site is generally not compatible with surrounding uses which are predominantly residential. Access to amenities is relatively poor with the closest centre being Hemel Hempstead. | The uses on the site are not compatible with the surrounding residential and agricultural uses and the industrial estate is isolated from other similar uses. Some amenities are available at the Shell filling station adjacent to the site. |
| 21 Score   | 3 Reasonable  | 4 Poor  |
| Internal environment   |   |   |
| 22 Describe - layout, parking, servicing, landscaping etc.   | The layout of the site is relatively inefficient with access to the public car park being constrained. The car park is frequently full. There is very little landscaping in and around the site and the public realm is generally poor.     | The site is currently being redeveloped. All but 3 of the older units have been demolished.   |
| 23 Score   | 4 Poor  | 4 Poor  |
| Market signals   |   |   |
| 24 Main occupiers and activities   | Aspin Group (engineers), Kwik Fit, Anthony Betts Group  | Most of the site's original occupiers are believed to have vacated the site.  |
| 25 Vacancy - describe / comment  | None  | Much of the site is currently being redeveloped for residential uses.   |
| 26 Vacancy - agent details   | N/a   | N/A   |
| 27 Vacant floorspace if known, sq.m  | N/a   | N/A   |
| 28 Vacant land (undeveloped or cleared plots), ha  | None  | Redevelopment of the site is currently progressing.   |
| 29 Vacancy - score   | N/a   | 5 100%  |
| 30 Current rental value or asking rent if known  | N/a   | N/A   |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  | None  | Albion Land Ltd is redeveloping the site for employment units.  |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |   |   |

| EXISTING EMPLOYMENT SITES  | A5  | A2  |
|--|---|---|
| <b>Development opportunities</b>   |   |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | Yes, site could be more intensively redeveloped                                   | Most of the site is already subject to a planning permission for redevelopment. The remaining units represent a further redevelopment opportunity.  |
| 34 Any constraints on redevelopment / intensification / extension                | The site is bound by a railway to the south and open land to the north.           | The site's setting within the Green Belt and proximity to a residential area means that it will have to be sensitively redeveloped with the Council wishing to see significant improvement in the overall amenity of the site.                                      |
| <b>Conclusion: market potential</b>  |   |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes   | 2 Likely  |
| 36 Reasons / comments  |   | Despite its strategic location, the site did not appear to have been well occupied even before the proposed redevelopment plans were submitted. This is probably due to the poor quality B2 and B8 units. Redeveloping the site might improve its market potential. |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |   |
| 37 For another employment use?   | Significant employment use could come forward as part of a mixed use development. | Yes   |
| 38 For alternative or mixed use?   | Yes   | It is proposed to redevelop the site for mixed employment and housing use.  |
| <b>Recommendation</b>  |   |   |
| 39 Should the site be safeguarded for its existing employment use?               | No  | Yes   |
| 40 Reasons / comments / alternative uses   |   | Revise boundaries to reflect extent of future employment and housing uses.  |
| 41 Any further advice  |   |   |

| EXISTING EMPLOYMENT SITES |  | A1   | A19  |
|---------------------------|--|--|--|
| <b>Question number</b>    |  |  |  |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige   |
| 2                         | Date   | 01 April 2016  | 06 May 2016  |
| <b>Basic facts</b>        |  |  |  |
| 3                         | Site ID / map reference                                  | A1   | A19  |
| 4                         | Site name  | Bovingdon Brickworks   | Silk Mill Industrial Estate  |
|                           |  |   |              |
| 5                         | Site address   | Bovingdon Brickworks, Leyhill Road, Bovingdon, HP3 0NW   | Silk Mill Industrial Estate, Brook Street, Tring, HP23 5EF                                     |
| 6                         | Brief description (including ownership details if known) | This site consists mainly of Bovingdon Brickworks, but also other uses on is a mixed industrial estate in a Green Belt location. The site includes a mix of old industrial buildings including a functioning brickworks. The site also covers a large area of open land which is used for the extraction of clay and storing bricks.   | The site is comprises a former silk mill that is now occupied by a variety of small businesses |
| 7                         | Site area, ha  | 26.98  | 0.60   |
| 8                         | Number of units (approx.)                                | 20   | 10   |
| 9                         | Type of employment area                                  | General Industrial   | Mixed B Uses (Office & Industrial)   |
| <b>Planning</b>           |  |  |  |
| 10                        | Any planning policy designations                         | Local Plan - the site is designated as a Major Developed Site in the Green Belt (Policy 5) and an Employment Area in the Green Belt (Policy 32). Submitted Site Allocations - retains the Local Plan designations, but with amended boundaries (see Policy SA2, site MDS/5 in the Schedule of Major Developed Sites and Policy SA6). Employment uses proposed in Policy SA6: B1, B2, B8. The planning requirements in Policy SA6 seek environmental improvements. Hertfordshire Minerals Local Plan 2002-2016 (adopted 2007) - Inset Map 3 (Bovingdon Brickworks) shows land proposed for clay working west of Leyhill Road. | Core Strategy Policy CS4 - The towns and large villages  |
| 11                        | Any relevant planning history - Give details.            | No   | No   |
| 12                        | Is the site in the floodplain?                           | No   | No   |

**EXISTING EMPLOYMENT SITES**

A1

A19

|                                |   |   |   |
|--------------------------------|---|---|---|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | The site is surrounded by agricultural land. The impact of clay extraction on the landscape and from the firing of bricks may cause unwanted impact on the surrounding agricultural uses. | There might be some traffic impact on the surrounding residential neighbours.   |
| 14                             | Score   | 3 Middling  | 2 Low   |
| <b>Strategic accessibility</b> |   |   |   |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is primarily surrounded by a network of local roads. The A41 is approximately 4.5 km east of the site.   | The site is about 1.4 km from the A41.  |
| 16                             | Score   | 3 Reasonable  | 2 Good  |
| <b>Local access</b>            |   |   |   |
| 17                             | Suitability of access - Describe quality and facilities               | Part of the site has a frontage along Leyhill Road which leads to Bovingdon. The road is fairly narrow and is not suitable for HGV vehicles.  | Brook Street is a fairly narrow, predominantly residential street. It may not be suitable of HGV vehicles.  |
| 18                             | Score   | 3 Reasonable  | 4 Poor  |
| <b>Public transport access</b> |   |   |   |
| 19                             | Describe - e.g. station, bus stops                                    | Bus stops are located 400m from the site along Green Lane with bus services to Bovingdon, Hemel Hempstead and Uxbridge.   | The site is about 140m from the closest bus stop along Brook Street. The bus stop is served by the 50,61 and 164 bus routes which run to Aylesbury. |

| EXISTING EMPLOYMENT SITES  |   | A1   | A19 |
|--|---|--|-----|
| <b>External environment</b>  |   |  |     |
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The north eastern end of the site which is occupied by car dealerships has a prominent frontage on Leyhill Road with the rest of the site screened off by hedges and walls. The site is not generally compatible with surrounding uses though the area is sparsely populated. Local amenities are not very accessible from the site.  | The site comprises of a number of historic buildings. The frontage along Brook Street is lined by a series of low units which obscures the site. The silk mill is largely compatible with surrounding uses. The closest amenities are on Tring High Street.      |     |
| 21 Score   | 4 Poor  | 2 Good   |     |
| <b>Internal environment</b>  |   |  |     |
| 22 Describe - layout, parking, servicing, landscaping etc.   | The site has a linear arrangement of units which broadly follow Leyhill Road. The layout of the site is poor and circulation is constrained. The eastern section of the site is also walled off from the western section. Parking appeared to be adequate during the site visit albeit poorly related to the individual units on site. Servicing to the site appeared adequate with Bovingdon Bricks and EH Smith having dedicated service entrances. | The site is laid out around central courtyard that is used as a car park. The arrangement appears to date back to the site's original use as a silk mill. The arrangement is however dated and inefficient leading to parking, access and servicing constraints. |     |
| 23 Score   | 3 Reasonable  | 4 Poor   |     |
| <b>Market signals</b>  |   |  |     |
| 24 Main occupiers and activities   | Bovingdon Bricks, Chiltem Aston Centre, J Radford Group, EH Smith Builders - Manufacturing, Extraction and Mining, Wholesale and Retail,  | Ashridge Mill Antiques, Tring Powder Coatings, Tring Astronomy   |     |
| 25 Vacancy - describe / comment  | No vacancies  | None   |     |
| 26 Vacancy - agent details   | N/A   | N/A  |     |
| 27 Vacant floorspace if known, sq.m  | N/A   | N/A  |     |
| 28 Vacant land (undeveloped or cleared plots), ha  | None  | None   |     |
| 29 Vacancy - score   | 1 Nil   | 1 Nil  |     |
| 30 Current rental value or asking rent if known  | N/A   | N/A  |     |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  | N/A   | N/A  |     |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A   | N/A  |     |

| EXISTING EMPLOYMENT SITES  |  | A1 | A19  |
|--|--|----|--|
| <b>Development opportunities</b>   |  |    |  |
| 33 Opportunities for redevelopment / intensification / extension for current use | Employment development is limited to the area shown in the Submitted Site Allocations document as a Major Developed Site in the green Belt and an Employment Area in the Green Belt. |    | There may be opportunity to redevelop the site. There are unlikely to be any benefits in intensifying the uses on the site and there is no room for expansion. |
| 34 Any constraints on redevelopment / intensification / extension                | Due to the site's Green Belt setting, intensification on the site is limited as explained in row 37 above. Any redevelopment would need to significantly improve the environment.    |    | The site is in a residential area which may restrict the types of activities that take place in the site.  |
| <b>Conclusion: market potential</b>  |  |    |  |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 2 Likely   |    | 1 Yes  |
| 36 Reasons / comments  | The site is fully occupied at the moment   |    | It appears to be well suited for small local businesses  |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |    |  |
| 37 For another employment use?   | No   |    | No   |
| 38 For alternative or mixed use?   | No   |    | Could be suitable for mixed use residential and B1(a)  |
| <b>Recommendation</b>  |  |    |  |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  |    | Yes  |
| 40 Reasons / comments / alternative uses   |  |    | Could potentially fall into residential use  |
| 41 Any further advice  |  |    |  |

| EXISTING EMPLOYMENT SITES |  | E24   | E35   |
|---------------------------|--|---|---|
| <b>Question number</b>    |  |   |   |
| 1                         | Assessor   | Jonathan Ngige  | Jonathan Ngige  |
| 2                         | Date   | 01 April 2016   | 22 April 2016   |
| <b>Basic facts</b>        |  |   |   |
| 3                         | Site ID / map reference                                  | E24   | E35   |
| 4                         | Site name  | The Bury, Queensway   | Ashlyns Hall  |
|                           |  |    |   |
| 5                         | Site address   | The Bury, Queensway, Hemel Hempstead, HP1 1HR   | Ashlyns Hall, Chesham Road, Berkhamstead, HP4 2ST   |
| 6                         | Brief description (including ownership details if known) | The Bury is a Georgian mansion currently in use as a registration office and is set within a large landscaped garden.   | Ashlyns Hall is a former stately home set in a landscaped park that is now in office use. The site also contains an assortment of out buildings which are also in office use. |
| 7                         | Site area, ha  | 0.76  | 0.37  |
| 8                         | Number of units (approx.)                                | 1   | 4   |
| 9                         | Type of employment area                                  | Town Centre   | Office  |
| <b>Planning</b>           |  |   |   |
| 10                        | Any planning policy designations                         | The Bury is Grade II listed. Local Plan Policy 116 - site designated as 'open land'. Policy 120 - within Hemel Hempstead Conservation Area (see also the Hemel Hempstead Conservation Area Character Appraisal). Policy 119 (Development affecting Listed Buildings). | Ashlyns Hall is Grade II* listed. Local Plan Policy 4 - The Green Belt, Local Plan Policy 5 - Major developed sites in the green belt (Ashlyns School).                       |
| 11                        | Any relevant planning history - Give details.            | No  | No  |
| 12                        | Is the site in the floodplain?                           | No  | No  |

| EXISTING EMPLOYMENT SITES  | E24   | E35   |
|--|---|---|
| 13 Any adverse impacts of existing use on neighbours or the environment? | None  | None  |
| 14 Score   | 1 Nil   | 1 Nil   |
| <b>Strategic accessibility</b>   |   |   |
| 15 Describe - Ease of access/proximity to the roads                      | The site is 1.5 km from the A414 which leads to the A41 and the M1 motorway.                          | The site is just off the A416/ Chesham Road which has direct access to the A41  |
| 16 Score   | 2 Good  | 1 Excellent   |
| <b>Local access</b>  |   |   |
| 17 Suitability of access - Describe quality and facilities               | Local access along the Leighton Buzzard Road appears to be adequate                                   | Chesham Road appears to be suitable for the development.  |
| 18 Score   | 2 Good  | 2 Good  |
| <b>Public transport access</b>   |   |   |
| 19 Describe - e.g. station, bus stops                                    | A bus stop is located in front of the Bury on Queensway. There are also bus stops nearby in Marlowes. | The closest bus stop to Ashlyns Hall is about 400m from the site and is served by bus routes 354, 354A and 502. Bus run to Berkhamstead, Dudswell, Northchurch and Aylesbury. |

| EXISTING EMPLOYMENT SITES   |   | E24   | E35  |
|-----------------------------|---|---|--|
| <b>External environment</b> |   |   |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The Bury is located within the Hemel Hempstead Old Town and borders Gadebridge Park. It's compatible with the surrounding uses.   | The site is generally compatible with the surrounding Green Belt uses including a school and agricultural uses. Ashlyn Hall is not visible from Chesham Road and access to amenities is relatively poor.   |
| 21                          | Score   | 1 Excellent   | 3 Reasonable   |
| <b>Internal environment</b> |   |   |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | Most of the site consists of landscaped gardens with a large parking area reflecting its current use as a registration office and wedding venue.  | The site consists of a well landscaped garden with mature trees. Parking appears to be adequate on site though here was evidence of parking on a temporary car park within the site. The layout is adequate though constrained by the layout of the buildings. |
| 23                          | Score   | 2 Good  | 3 Reasonable   |
| <b>Market signals</b>       |   |   |  |
| 24                          | Main occupiers and activities   | Hertfordshire County Council - Public services  | The Gap Partnership, MOT Models, Videor Technical  |
| 25                          | Vacancy - describe / comment  | None  | None   |
| 26                          | Vacancy - agent details   | N/A   | N/A  |
| 27                          | Vacant floorspace if known, sq.m  | N/A   |  |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  |  |
| 29                          | Vacancy - score   | 1 Nil   | 2 Low  |
| 30                          | Current rental value or asking rent if known  | N/A   |  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No  | No   |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | The registry office is relocating to the new Forum building in the Civic Centre in early 2017. The future of the Bury is uncertain, but conversion to a museum and café is under consideration. |  |

| EXISTING EMPLOYMENT SITES  |   | E24   | E35 |
|--|---|---|-----|
| <b>Development opportunities</b>   |   |   |     |
| 33 Opportunities for redevelopment / intensification / extension for current use | The site could be more intensively used for more town centre uses.  | None  |     |
| 34 Any constraints on redevelopment / intensification / extension                | The listed status of the building and its setting within a landscaped garden would constrain any plans to redevelop or intensify the site.  | Any redevelopment or intensification of the site would have to take into consideration listed status of Ashlyn Hall and the Green Belt setting. |     |
| <b>Conclusion: market potential</b>  |   |   |     |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes   | 1 Yes   |     |
| 36 Reasons / comments  | Note: see row 38 above.   | The site appears to be fully occupied at the moment.  |     |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |   |     |
| 37 For another employment use?   | Could potential be redeveloped for a mixed use office/ residential scheme.  | No  |     |
| 38 For alternative or mixed use?   | Maintained as a civic/cultural venue.   | Residential   |     |
| <b>Recommendation</b>  |   |   |     |
| 39 Should the site be safeguarded for its existing employment use?               | Maybe / depends   | Maybe / depends   |     |
| 40 Reasons / comments / alternative uses   | The site is in administrative use and in part relies on its historical character to underpin its civic role. However, it may, if disposed, struggle to find a new occupier because of the historic nature of the building and the potential costs/limitations on modernisation. Note: see row 36 above. | Could fall into residential use.  |     |
| 41 Any further advice  |   |   |     |

| EXISTING EMPLOYMENT SITES |  | E23  | E26   |
|---------------------------|--|--|---|
| <b>Question number</b>    |  |  |   |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige  |
| 2                         | Date   | 22 April 2016  | 22 April 2016   |
| <b>Basic facts</b>        |  |  |   |
| 3                         | Site ID / map reference                                  | E23  | E26   |
| 4                         | Site name  | Berkley Court  | BFI National Archives   |
|                           |  |   |   |
| 5                         | Site address   | 14 Berkley Court, Mill Street, Berkhamstead, HP4 1FP   | Archive Mews, Berkhamstead, HP4 3TN   |
| 6                         | Brief description (including ownership details if known) | Berkley Court is a two story mixed use office and residential development at the edge of Berkhamstead town centre.   | The site consists of the BFI's national film archive and some residential dwellings.  |
| 7                         | Site area, ha  | 0.30   | 3.61  |
| 8                         | Number of units (approx.)                                | 1  | 5   |
| 9                         | Type of employment area                                  | Town Centre  | Office  |
| <b>Planning</b>           |  |  |   |
| 10                        | Any planning policy designations                         | Local Plan policy 2 - Towns, Local Plan - this site falls within Berkhamstead Site S1 in the Schedule of Shopping Proposal Sites. Planning requirements: access to Berkley Court to be retained. | Local Plan policy 4 - The Green Belt. The Site Allocations document designates it as a Site MDS/4 with planning requirements for any future development to avoid encroachment into the southern and eastern most part of the site and minimise impact on the Listed Building and its setting. |
| 11                        | Any relevant planning history - Give details.            | No   | No  |
| 12                        | Is the site in the floodplain?                           | Yes  | No  |

| EXISTING EMPLOYMENT SITES  | E23   | E26  |
|--|---|--|
| 13 Any adverse impacts of existing use on neighbours or the environment? | None  | There may be some traffic impact during peak hours.  |
| 14 Score   | 1 Nil   | 2 Low  |
| <b>Strategic accessibility</b>   |   |  |
| 15 Describe - Ease of access/proximity to the roads                      | Berkley Court is about 1.8 km from the A41  | The A41 is about 500 m from the site   |
| 16 Score   | 3 Reasonable  | 2 Good   |
| <b>Local access</b>  |   |  |
| 17 Suitability of access - Describe quality and facilities               | Local access to the site along Mill Street is constrained due to its proximity to the town centre and the surrounding residential uses.   | Local access along the A416 appears to be adequate though congested during peak hours.   |
| 18 Score   | 3 Reasonable  | 3 Reasonable   |
| <b>Public transport access</b>   |   |  |
| 19 Describe - e.g. station, bus stops                                    | The site is about 700m from Berkhamstead train station. The closest bus stop to the site is 150m away and is located along the High Street. The bus stop is served by bus the 30,31, 354, 500,501, 502 and 532 bus routes which run to Aylesbury, Tring and Northchurch | The closest bus stop to the site is on the A416 about 550m from the. The bus stop is served by 354 and 354A bus routes which run to Chesham. |

| EXISTING EMPLOYMENT SITES  |  | E23  | E26 |
|--|--|--|-----|
| <b>External environment</b>  |  |  |     |
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is broadly compatible with the surrounding town centre and residential uses though the access to the site could be improved. Amenities in Berkhamstead town centre are easily accessible. | The site is broadly compatible with the surrounding agricultural and residential uses. The building does not have a prominent presence along the A416 and is visually in keeping with the surrounding area. Access to amenities is poor. |     |
| 21 Score   | 2 Good   | 3 Reasonable   |     |
| <b>Internal environment</b>  |  |  |     |
| 22 Describe - layout, parking, servicing, landscaping etc.   | Berkley Court is laid out around a car park with some landscaping. Parking appears to be adequate though not well laid out.  | The entrance to the site through Archive Mews is narrow. In general, the layout and servicing of the site is   |     |
| 23 Score   | 3 Reasonable   | 2 Good   |     |
| <b>Market signals</b>  |  |  |     |
| 24 Main occupiers and activities   | William Young London, Gade Group, Kenco UK, Barchester Healthcare, A+ Teachers, Horstonbridge  | BFI - archive  |     |
| 25 Vacancy - describe / comment  | None   | None   |     |
| 26 Vacancy - agent details   |  | N/A  |     |
| 27 Vacant floorspace if known, sq.m  |  | N/A  |     |
| 28 Vacant land (undeveloped or cleared plots), ha  | None   | Vacant land to the west of the site.   |     |
| 29 Vacancy - score   | 2 Low  | 1 Nil  |     |
| 30 Current rental value or asking rent if known  |  | N/A  |     |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  | No   | No   |     |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |  |  |     |

| EXISTING EMPLOYMENT SITES  |  | E23   | E26 |
|--|--|---|-----|
| <b>Development opportunities</b>   |  |   |     |
| 33 Opportunities for redevelopment / intensification / extension for current use | There are no opportunities for redevelopment though the adjacent public car park could be redeveloped. | There is an area of open land to the west of the site which is part of the Green Belt. While currently vacant, the land has been allocated for housing in the Site Allocation document (Policy LA4: Hanburys, Shooters Way, Berkhamstead) |     |
| 34 Any constraints on redevelopment / intensification / extension                | The immediate surroundings of site are densely built up with   | Developers of the site would need to take density and open space requirements into consideration.   |     |
| <b>Conclusion: market potential</b>  |  |   |     |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes  | 1 Yes   |     |
| 36 Reasons / comments  | The site is well located with good access to public transport.   | The BFI archive is a long-term occupant of the site.  |     |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |   |     |
| 37 For another employment use?   | No   | No  |     |
| 38 For alternative or mixed use?   | No   | Housing   |     |
| <b>Recommendation</b>  |  |   |     |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  | Yes   |     |
| 40 Reasons / comments / alternative uses   |  |   |     |
| 41 Any further advice  |  |   |     |

| EXISTING EMPLOYMENT SITES |  | E21  | E3   |
|---------------------------|--|--|--|
| <b>Question number</b>    |  |  |  |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige   |
| 2                         | Date   | 22 April 2016  | 22 April 2016  |
| <b>Basic facts</b>        |  |  |  |
| 3                         | Site ID / map reference                                  | E21  | E3   |
| 4                         | Site name  | Thorn Plant Hire   | London Road, Flamstead (Nationwide Skylift)  |
|                           |  |                           |  |
| 5                         | Site address   | Thorn Plant Hire, Spring Garden Lane, Northchurch, HP4 3GY   | London Road, Flamstead, AL3 8HB  |
| 6                         | Brief description (including ownership details if known) | The site consists of a plant hire and storage facility located in a Green Belt location.                   | The site consists a storage and distribution facility along the A5                 |
| 7                         | Site area, ha  | 0.27   | 0.42   |
| 8                         | Number of units (approx.)                                | 2  | 3  |
| 9                         | Type of employment area                                  | General Industrial   | General Industrial   |
| <b>Planning</b>           |  |  |  |
| 10                        | Any planning policy designations                         | Local Plan Policy 4 - The Green Belt. Local Plan Policy 97 - Chilterns Area of Outstanding Natural Beauty. | Local Plan Policy 4 - The Green Belt.  |
| 11                        | Any relevant planning history - Give details.            | No   | No   |
| 12                        | Is the site in the floodplain?                           | No   | Yes  |

| EXISTING EMPLOYMENT SITES      |   | E21   | E3  |
|--------------------------------|---|---|---|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | The turning and movement of large HGVs may be a   | The movement of HGV might inconvenience residents of Chequers Hill  |
| 14                             | Score   | 2 Low   | 2 Low   |
| <b>Strategic accessibility</b> |   |   |   |
| 15                             | Describe - Ease of access/proximity to the roads                      | While close to the A41, the site is about 3km from direct access to the road.   | The site has direct access to the A5 and is 650m from the M1  |
| 16                             | Score   | 3 Reasonable  | 1 Excellent   |
| <b>Local access</b>            |   |   |   |
| 17                             | Suitability of access - Describe quality and facilities               | Spring Garden Lane is narrow and is unsuitable for large vehicles.  | Access to the site is on the corner of the A5 and Chequers Hill and is generally awkward to approach particularly for Eastbound traffic. During the site visit, the entrance was blocked by a number of HGVs. |
| 18                             | Score   | 4 Poor  | 4 Poor  |
| <b>Public transport access</b> |   |   |   |
| 19                             | Describe - e.g. station, bus stops                                    | The closest bus stop to the site is 1.3km away on Granville Road. The bus stop is served by the 354, 502, 532 bus routes to Northchurch and Dudswell. | The closes bus stop is located directly outside the site along Chequers Hill. The bus stop is served by bus routes 34,46, 647, 657 to Hemel Hempstead, St Albans, Cell Barnes and Oakland                     |

| EXISTING EMPLOYMENT SITES   |   | E21  | E3  |
|-----------------------------|---|--|---|
| <b>External environment</b> |   |  |   |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is not compatible with surrounding uses. The surrounding area is part of the Green Belt. The site has poor access to local amenities.   | The site is generally compatible with surrounding storage and industrial uses along the A5. However, Chequers Hill is leads on to a residential a quiet residential area. The site has a prominent frontage on the A5. Some amenities are available along the nearby Esso petrol filling station. |
| 21                          | Score   | 4 Poor   | 3 Reasonable  |
| <b>Internal environment</b> |   |  |   |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | The layout of the site is adequate with enough room for the loading and unloading of plant machinery. The entrance to the site is slightly constrained. There does not appear to be car parking facilities within the site. Vehicles are parked outside the main gates in a non-designated parking area. | Due to the positioning of the units, the site entrance can be easily congested making parking and vehicle manoeuvring difficult. There is very little landscaping on site.  |
| 23                          | Score   | 3 Reasonable   | 4 Poor  |
| <b>Market signals</b>       |   |  |   |
| 24                          | Main occupiers and activities   | Thorn Plant Hire   | Nationwide Skylift, MV Commercial   |
| 25                          | Vacancy - describe / comment  | None   | None  |
| 26                          | Vacancy - agent details   | N/A  |   |
| 27                          | Vacant floorspace if known, sq.m  | N/A  |   |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None   | None  |
| 29                          | Vacancy - score   | 1 Nil  | 1 Nil   |
| 30                          | Current rental value or asking rent if known  | N/A  |   |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No   | No  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |  |   |

| <b>EXISTING EMPLOYMENT SITES</b>   | <b>E21</b>                                 | <b>E3</b>  |
|--|--|--|
| <b>Development opportunities</b>   |  |  |
| 33 Opportunities for redevelopment / intensification / extension for current use | None.                                      | Could be redeveloped for more efficient storage and distribution facilities.     |
| 34 Any constraints on redevelopment / intensification / extension                | The site is surrounded by Green Belt land. | The relatively small site are might prevent further intensification on the site. |
| <b>Conclusion: market potential</b>  |  |  |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes                                      | 1 Yes  |
| 36 Reasons / comments  | The site is designed for a specific user.  | It is well located and fully occupied at the moment                              |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |  |
| 37 For another employment use?   | Yes  | Industrial   |
| 38 For alternative or mixed use?   | Housing                                    | Residential  |
| <b>Recommendation</b>  |  |  |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  | Yes  |
| 40 Reasons / comments / alternative uses   |  |  |
| 41 Any further advice  |  |  |

| EXISTING EMPLOYMENT SITES |  | E37  | E12   |
|---------------------------|--|--|---|
| <b>Question number</b>    |  |  |   |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige  |
| 2                         | Date   | 22 April 2016  | 22 April 2016   |
| <b>Basic facts</b>        |  |  |   |
| 3                         | Site ID / map reference                                  | E37  | E12   |
| 4                         | Site name  | Fourways Farm Building   | Boxted Farm   |
|                           |  |                           |   |
| 5                         | Site address   | Fourways Farm, Great Gaddesden, Dagnall Road, HP1 3BP  | Boxted Farm, Berkhamstead Road, Hemel Hempstead, HP1 2SG  |
| 6                         | Brief description (including ownership details if known) | The site consists of an industrial facility in a Green Belt location.                                      | Boxted Park is a business and industrial park in a rural location.  |
| 7                         | Site area, ha  | 0.40   | 2.07  |
| 8                         | Number of units (approx.)                                | 2  | 8   |
| 9                         | Type of employment area                                  | General Industrial   | Mixed B Uses (Office & Industrial)  |
| <b>Planning</b>           |  |  |   |
| 10                        | Any planning policy designations                         | Local Plan Policy 7 - The Rural Area. Local Plan Policy 97 - Chilterns Area of Outstanding Natural Beauty. | Located in the Green Belt (Core Strategy Policy CS5). Local Plan Policy 34 (other land with established employment generating uses) is also relevant. |
| 11                        | Any relevant planning history - Give details.            | No   | No  |
| 12                        | Is the site in the floodplain?                           | No   | No  |

| EXISTING EMPLOYMENT SITES  | E37   | E12   |
|--|---|---|
| 13 Any adverse impacts of existing use on neighbours or the environment? | The site is in a rural location. There might be some noise and traffic impact.  | The site is in a rural location. There might be some noise and traffic impact.  |
| 14 Score   | 3 Middling  | 3 Middling  |
| <b>Strategic accessibility</b>   |   |   |
| 15 Describe - Ease of access/proximity to the roads                      | The site is about 11.9 km from the M1.  | The site is about 8.3 km from the M1.   |
| 16 Score   | 4 Poor  | 4 Poor  |
| <b>Local access</b>  |   |   |
| 17 Suitability of access - Describe quality and facilities               | Access to the site is through a dedicated road off Dagnall Road.  | The site is served by a dedicated access road off Berkhamstead Road which appears to adequately serve the development though it is a bit constrained.   |
| 18 Score   | 3 Reasonable  | 3 Reasonable  |
| <b>Public transport access</b>   |   |   |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop is about 1.1 km from the site on the corner of Dagnall Road and Hudnal Lane. The site is served by bus route 30 which runs between Hemel Hempstead and Berkhamstead. | The closest bus stop is located about 1km from the site on the corner of Boxted Road and The Avenue. The bus stop is served by the 3, 532 and ML1 bus routes to Warner's End, Northchurch and Maylands Business Park. |

**EXISTING EMPLOYMENT SITES**

E37

E12

| External environment   |   |  |
|--|---|--|
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is surrounded by agricultural land as is therefore not compatible with surrounding uses. It is visible from Dagnall Road. Access to amenities is poor.                           | The site is incompatible with the surrounding agricultural uses and is not immediately visible from Berkhamstead Road. Access to amenities is also poor. |
| 21 Score   | 4 Poor  | 4 Poor   |
| Internal environment   |   |  |
| 22 Describe - layout, parking, servicing, landscaping etc.   | The layout and parking of the development appear to be adequate for the on-site use. There is limited landscaping though the site is screened off from the surrounding agricultural uses. | Despite the piecemeal development of the site, the layout is generally good with high parking provision and servicing areas to each of the units.        |
| 23 Score   | 3 Reasonable  | 2 Good   |
| Market signals   |   |  |
| 24 Main occupiers and activities   | Revolution Oil  | Red Squirrel brewing, Jam Packed Moving,   |
| 25 Vacancy - describe / comment  | None  | None   |
| 26 Vacancy - agent details   |   |  |
| 27 Vacant floorspace if known, sq.m  |   |  |
| 28 Vacant land (undeveloped or cleared plots), ha  | None  | None   |
| 29 Vacancy - score   | 1 Nil   | 1 Nil  |
| 30 Current rental value or asking rent if known  |   |  |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  | No  | No   |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |   |  |

| EXISTING EMPLOYMENT SITES  | E37   | E12   |
|--|---|---|
| <b>Development opportunities</b>   |   |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | There are no opportunities for redevelopment or intensification due to the surrounding agricultural uses. | No  |
| 34 Any constraints on redevelopment / intensification / extension                | The AONB designation would prevent further intensification on site.                                       | The rural Green Belt location may restrict further intensification on the site. Wholesale redevelopment for a more efficient land use may be desirable. |
| <b>Conclusion: market potential</b>  |   |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes   | 1 Yes   |
| 36 Reasons / comments  | It appears to be purpose built for a single occupant - Revolution Oil                                     | The site is relatively well located and is well suited for local businesses.  |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |   |
| 37 For another employment use?   | No  | No  |
| 38 For alternative or mixed use?   | No  | Residential   |
| <b>Recommendation</b>  |   |   |
| 39 Should the site be safeguarded for its existing employment use?               | Yes   | Yes   |
| 40 Reasons / comments / alternative uses   |   |   |
| 41 Any further advice  |   |   |

| EXISTING EMPLOYMENT SITES |  | E2  | E22  |
|---------------------------|--|---|--|
| <b>Question number</b>    |  |   |  |
| 1                         | Assessor   | Jonathan Ngige  | Jonathan Ngige   |
| 2                         | Date   | 22 April 2016   | 22 April 2016  |
| <b>Basic facts</b>        |  |   |  |
| 3                         | Site ID / map reference                                  | E2  | E22  |
| 4                         | Site name  | Lantern Commercial Park   | PB Rooksby   |
|                           |  |    |    |
| 5                         | Site address   | London Road, Markyate, AL3 8HG  | Station Road, Berkhamstead, HP4 2EY  |
| 6                         | Brief description (including ownership details if known) | The site comprises of recently built industrial and commercial estate located off the A5.   | The site consists of a general building merchants  |
| 7                         | Site area, ha  | 0.75  | 0.34   |
| 8                         | Number of units (approx.)                                | 7   | 1  |
| 9                         | Type of employment area                                  | General Industrial  | General Industrial   |
| <b>Planning</b>           |  |   |  |
| 10                        | Any planning policy designations                         | Located in the Green Belt (Core Strategy Policy CS5). Local Plan Policy 34 (other land with established employment generating uses) is also relevant. | Located within a residential area (Core Strategy Policy CS4). It is also in the Berkhamstead Conservation Area (Local Plan Policy 120 and Core Strategy Policy CS27, see also the Berkhamstead Conservation Area Character Appraisal). |
| 11                        | Any relevant planning history - Give details.            | No  | No   |
| 12                        | Is the site in the floodplain?                           | No  | No   |

| EXISTING EMPLOYMENT SITES      |   | E2   | E22  |
|--------------------------------|---|--|--|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | There may be some noise and traffic impact on neighbouring uses  | There may some traffic impact from HGVs and large vehicles along Station Road which is fairly narrow and predominantly residential.  |
| 14                             | Score   | 2 Low  | 3 Middling   |
| <b>Strategic accessibility</b> |   |  |  |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is about 700 m from Junction 9 of the M1  | The site is about 4km from the A41 <b>much less than 4km</b>   |
| 16                             | Score   | 1 Excellent  | 4 Poor   |
| <b>Local access</b>            |   |  |  |
| 17                             | Suitability of access - Describe quality and facilities               | Local access is through the A5 which is a major road running from the M1 to Markyate and Dunstable. The road is suitable to accommodating HGV vehicles.                                | Station Road is a narrow residential street which is unsuitable for the large vehicles dropping off and collecting building materials from the site. The site's access is also awkwardly positioned making access to the site difficult.   |
| 18                             | Score   | 1 Excellent  | 4 Poor   |
| <b>Public transport access</b> |   |  |  |
| 19                             | Describe - e.g. station, bus stops                                    | The closest bus stop is located on Chequers Hill which is 400m from the site. The bus stop is served by bus routes 34,46, 647, 657 to Hemel Hempstead, St Albans, Dunstable and Luton. | The closest bus stops are located outside Berkhamstead Station which is 350m from the site. The station is served by the 354 and 532 bus routes which run to Chesham and Northchurch. In addition, trains from Berkhamstead Station run from London to Milton Keynes, Tring and Northampton. |

**EXISTING EMPLOYMENT SITES**

E2

E22

| External environment   |   |  |
|--|---|--|
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is broadly compatible with the surrounding industrial uses. The site has a distinctive frontage along the A5. Access to amenities is poor though some amenities are offered in the Esso fuelling station adjacent to the site.                   | The site is not compatible with surrounding uses as the surrounding area is predominantly residential. Berkhamstead town centre is relatively close to the site.   |
| 21 Score   | 3 Reasonable  | 4 Poor   |
| Internal environment   |   |  |
| 22 Describe - layout, parking, servicing, landscaping etc.   | Lantern Commercial Park has a u-shaped layout with units arranged around a central car park. Each unit has 4 parking spaces with additional parking provided for visitors. Landscaping is minimal and could be improved especially along the A5 frontage. | The layout is reasonably appropriate for the use on the site. Parking is adequate though is likely to get busy during peak shopping hours. Servicing and the access to the goods yard also appears to be adequate. |
| 23 Score   | 2 Good  | 3 Reasonable   |
| Market signals   |   |  |
| 24 Main occupiers and activities   | UK truck parts  | Travis Perkins   |
| 25 Vacancy - describe / comment  | 4 vacant units  | N/A  |
| 26 Vacancy - agent details   | Kirkby Diamond  | N/A  |
| 27 Vacant floorspace if known, sq.m  | 1,208   | N/A  |
| 28 Vacant land (undeveloped or cleared plots), ha  | Yes - there is some vacant land on the eastern corner of the site.  | None   |
| 29 Vacancy - score   | 3 Middling  | 1 Nil  |
| 30 Current rental value or asking rent if known  | £9.50 sq/ft   | N/A  |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  | The development has been completed recently.  | N/A  |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |   |  |

| EXISTING EMPLOYMENT SITES  |  | E2   | E22 |
|--|--|--|-----|
| <b>Development opportunities</b>   |  |  |     |
| 33 Opportunities for redevelopment / intensification / extension for current use | There is some vacant land to the east of the site which might be suitable for an additional unit.          | None   |     |
| 34 Any constraints on redevelopment / intensification / extension                | The northern edge of the site is bounded by agricultural land. The site is also located in the Green Belt. | The site is bounded by the railway on the northern edge and is in a residential area |     |
| <b>Conclusion: market potential</b>  |  |  |     |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 3 Hard to tell   | 1 Yes  |     |
| 36 Reasons / comments  | Most of the site is still vacant.  |  |     |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |  |     |
| 37 For another employment use?   | No   | No   |     |
| 38 For alternative or mixed use?   | No   | Yes, residential.  |     |
| <b>Recommendation</b>  |  |  |     |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  | Yes  |     |
| 40 Reasons / comments / alternative uses   |  |  |     |
| 41 Any further advice  |  |  |     |

| EXISTING EMPLOYMENT SITES |  | E8   | E10   |
|---------------------------|--|--|---|
| <b>Question number</b>    |  |  |   |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige  |
| 2                         | Date   | 06 May 2016  | 06 May 2016   |
| <b>Basic facts</b>        |  |  |   |
| 3                         | Site ID / map reference                                  | E8   | E10   |
| 4                         | Site name  | Pennyroyal Court   | Gaddesden Place   |
|                           |  |   |   |
| 5                         | Site address   | Pennyroyal Court, Station Road, Tring, HP23 5 QY   | Gaddesden Place, Bridens Camp, HP2 6EX  |
| 6                         | Brief description (including ownership details if known) | The site consists of an office block in a Green Belt/AONB location.  | The site consists of large country house surrounded by formal gardens and open land.  |
| 7                         | Site area, ha  | 0.80   | 2.96  |
| 8                         | Number of units (approx.)                                | 1  | 1   |
| 9                         | Type of employment area                                  | Office   | Office  |
| <b>Planning</b>           |  |  |   |
| 10                        | Any planning policy designations                         | Grade II listed (Local Plan Policy 119, Core Strategy Policy CS27). Located in the Green Belt (Core Strategy Policy CS5) and the Chilterns Area of Outstanding Natural Beauty (Local Plan Policy 97, Core Strategy Policy CS24). Local Plan Policy 34 (other land with established employment generating uses) is also relevant. | Gaddesden Place is Grade II* listed (Local Plan Policy 119, Core Strategy Policy CS27). The Hertfordshire Gardens Trust considers that Gaddesden Place should be included on the local register of historic parks and gardens. Located in the Rural Area (Core Strategy Policy CS7) and the Chilterns Area of Outstanding Natural Beauty (Local Plan Policy 97, Core Strategy Policy CS24). Local Plan Policy 34 (other land with established employment generating uses) is also relevant. |
| 11                        | Any relevant planning history - Give details.            | No   | N/A   |
| 12                        | Is the site in the floodplain?                           | No   | No  |

| EXISTING EMPLOYMENT SITES      |   | E8  | E10   |
|--------------------------------|---|---|---|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | Some visual impact on the surrounding countryside.  | None  |
| 14                             | Score   | 2 Low   | 1 Nil   |
| <b>Strategic accessibility</b> |   |   |   |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is about 1.9 km from the A41.  | The site is 5.4 km from the A414  |
| 16                             | Score   | 2 Good  | 4 Poor  |
| <b>Local access</b>            |   |   |   |
| 17                             | Suitability of access - Describe quality and facilities               | Station Road appears adequate to serve the site. It is the main road between Tring and Tring Station.   | Local access is along Red Lion Lane which is a narrow country road.   |
| 18                             | Score   | 3 Reasonable  | 3 Reasonable  |
| <b>Public transport access</b> |   |   |   |
| 19                             | Describe - e.g. station, bus stops                                    | A bus stop is located just outside the site along Station Road which is served by the 387 bus route to Willington, Tring and Aldbury. Tring train station is 1 km from the site. There are regular train services to London Euston, Milton Keynes and East Croydon. | The site is 1.1. km from the closest bus stop along Leighton Buzzard Road. The bus stop is served by the X31, 31 and 30 bus routes which run to Boxmoor, Hemel Hempstead, Luton and Berkhamstead. |

| EXISTING EMPLOYMENT SITES   |   | E8  | E10   |
|-----------------------------|---|---|---|
| <b>External environment</b> |   |   |   |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The building is visible from the street and is visually compatible with the neighbouring Court Theatre. The closest amenities to the site are at Tring town centre, 2 km from the site. | The site is set within a rural area and surrounded by open land in agricultural use. However, Gaddesden Place is not visible from the nearby public road. The site is not compatible with surrounding uses.             |
| 21                          | Score   | 3 Reasonable  | 4 Poor  |
| <b>Internal environment</b> |   |   |   |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | The site's access and parking appear to be adequate. Landscaping on the site includes mature trees and some boundary planting.  | The layout of the site emphasises the prominence of Gaddesden Place. The main buildings on the site are surrounded by landscaped gardens. The amount of on site parking appears to be adequate.                         |
| 23                          | Score   | 2 Good  | 2 Good  |
| <b>Market signals</b>       |   |   |   |
| 24                          | Main occupiers and activities   | Grass Roots Group   | Xara  |
| 25                          | Vacancy - describe / comment  | None  | It is not clear if there are any vacancies within the development. Gaddesden Place's website lists some office floorspace available to let.   |
| 26                          | Vacancy - agent details   | N/A   | Direct contact to Gaddesden Place management  |
| 27                          | Vacant floorspace if known, sq.m  | N/A   | 297   |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  | None  |
| 29                          | Vacancy - score   | 1 Nil   | 3 Middling  |
| 30                          | Current rental value or asking rent if known  | N/A   | N/A   |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | N/A   | None  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |   | The neighbouring Gaddesden Estate contains a variety of small industrial and office units available to let. Though most of the units appear to be occupied, it appears to be a desirable location for small businesses. |

| EXISTING EMPLOYMENT SITES  | E8   | E10   |
|--|--|---|
| <b>Development opportunities</b>   |  |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | There is no opportunity for redevelopment, intensification or expansion.   | Gaddesden Place is a listed building, so redevelopment of the site would not be possible though a sensitive extension to the existing buildings may be permitted. |
| 34 Any constraints on redevelopment / intensification / extension                | The site consists of a listed building within a designated area of Green Belt and AONB and is surrounded by residential dwellings. | The site's setting within a Rural Area and the listed status and historic gardens of Gaddesden Place.   |
| <b>Conclusion: market potential</b>  |  |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes  | 1 Yes   |
| 36 Reasons / comments  |  | It is the headquarters of Xara Ltd  |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |   |
| 37 For another employment use?   | No   | No  |
| 38 For alternative or mixed use?   | Could be used as dwellings.  | No  |
| <b>Recommendation</b>  |  |   |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  | No  |
| 40 Reasons / comments / alternative uses   |  |   |
| 41 Any further advice  |  |   |

| EXISTING EMPLOYMENT SITES |  | E7   | E28  |
|---------------------------|--|--|--|
| <b>Question number</b>    |  |  |  |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige   |
| 2                         | Date   | 06 May 2016  | 06 May 2016  |
| <b>Basic facts</b>        |  |  |  |
| 3                         | Site ID / map reference                                  | E7   | E28  |
| 4                         | Site name  | Stags End House  | Northern part of Nash Mills  |
|                           |  |   |  |
| 5                         | Site address   | Gaddesden Lane, HP2 6HN  | Hemel Hempstead  |
| 6                         | Brief description (including ownership details if known) | Country house used as offices.   | The site is used for motor trade purposes. The adjoining land to the south was formerly in industrial use and has now been redeveloped as residential.   |
| 7                         | Site area, ha  |  | 1.46   |
| 8                         | Number of units (approx.)                                |  | 1  |
| 9                         | Type of employment area                                  | Office   | General Industrial   |
| <b>Planning</b>           |  |  |  |
| 10                        | Any planning policy designations                         | Stags End House Grade II listed (Local Plan Policy 119, Core Strategy Policy CS27). Located in the Rural Area (Core Strategy Policy CS7) and the Chilterns Area of Outstanding Natural Beauty (Local Plan Policy 97, Core Strategy Policy CS24). Local Plan Policy 34 (other land with established employment generating uses) is also relevant. | Local Plan Policy 31 included the site within the Nash Mills General Employment Area (GEA). The GEA designation has not been carried forward into the Site Allocations document, as most of the original GEA has been redeveloped for housing. The site should therefore be treated as being within a residential area (Core Strategy Policy CS4). |
| 11                        | Any relevant planning history - Give details.            | Planning permission (LPA ref. 4/01870/15/MFA) has been granted for the redevelopment of the adjoining antiques site to include antiques showrooms, homes and stables.  | No   |
| 12                        | Is the site in the floodplain?                           | No   | Yes  |

| EXISTING EMPLOYMENT SITES      |   | E7   | E28   |
|--------------------------------|---|--|---|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | None   | Some noise impact from the motor trade and repair use on the nearby residential uses.   |
| 14                             | Score   | 2 Low  | 2 Low   |
| <b>Strategic accessibility</b> |   |  |   |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is 8.7 km from the A5   | The site is about 2 km from the A41   |
| 16                             | Score   | 4 Poor   | 3 Reasonable  |
| <b>Local access</b>            |   |  |   |
| 17                             | Suitability of access - Describe quality and facilities               | Gaddesden Lane is a narrow country road which appears to be reasonably suited to serve the site.   | The site is accessed from Red Lion Lane, Lower Road and Belswains Lane, and appears to be suitable for the site. The first two of these roads have been upgraded as part of the Nash Mills Wharf housing redevelopment.   |
| 18                             | Score   | 4 Poor   | 3 Reasonable  |
| <b>Public transport access</b> |   |  |   |
| 19                             | Describe - e.g. station, bus stops                                    | The site is about 2.9km from the nearest bus stop located along Gaddesden Row and is served by the X31 towards Luton, Boxmoor and Hemel Hempstead. | The nearest bus stop is about to the site is about 70m away on London Road and is served by the 500, 501 and H19 bus routes which run to Watford and Aylesbury. Apsley train station is approximately 250 m from the site and is served by regular train services to London and the Midlands. |

| EXISTING EMPLOYMENT SITES   |   | E7  | E28  |
|-----------------------------|---|---|--|
| <b>External environment</b> |   |   |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | Stags End House is set back from the road frontage and screened by mature trees. Broadly speaking, the site is compatible with the surrounding uses which include stables and farms. Access to local amenities is poor. | The area around the site is predominantly in residential use. The site is therefore incompatible with surrounding uses. Local amenities can be accessed on London Road about 2km from the site |
| 21                          | Score   | 4 Poor  | 4 Poor   |
| <b>Internal environment</b> |   |   |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | The layout of the site is slightly constrained as Stags End House is listed. The site has mature landscaping. Parking and servicing appear to be adequate.  | The site's access and servicing is constrained by its triangular shape. The site suffers from lack of adequate parking.  |
| 23                          | Score   | 3 Reasonable  | 3 Reasonable   |
| <b>Market signals</b>       |   |   |  |
| 24                          | Main occupiers and activities   | Schauman (UK) Ltd - Offices   | Ray Tech Auto and Hertfordshire Recovery   |
| 25                          | Vacancy - describe / comment  | None  | None   |
| 26                          | Vacancy - agent details   | N/A   | N/A  |
| 27                          | Vacant floorspace if known, sq.m  | N/A   | N/A  |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  | None   |
| 29                          | Vacancy - score   | 1 Nil   | 1 Nil  |
| 30                          | Current rental value or asking rent if known  | N/A   | N/A  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | N/A   | N/A  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | The proposed redevelopment of the adjoining antiques site to include some live work units indicating a continued employment use on the site.  |  |

| EXISTING EMPLOYMENT SITES  | E7  | E28  |
|--|---|--|
| <b>Development opportunities</b>   |   |  |
| 33 Opportunities for redevelopment / intensification / extension for current use | Stags End House is a listed building, so redevelopment of the site would not be possible though a sensitive extension to the existing buildings may be permitted. | None   |
| 34 Any constraints on redevelopment / intensification / extension                | The site's setting within a Rural Area and the listed status of Stags End House.  | The location within a residential area.  |
| <b>Conclusion: market potential</b>  |   |  |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 2 Likely  | 3 Hard to tell   |
| 36 Reasons / comments  | The site is currently believed to be occupied by Schauman (UK) Ltd though it may have reverted back to residential use.   | The newly developed residential uses may affect the sites continued operation. |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |  |
| 37 For another employment use?   | No  | No   |
| 38 For alternative or mixed use?   | Yes, residential  | Yes, residential.  |
| <b>Recommendation</b>  |   |  |
| 39 Should the site be safeguarded for its existing employment use?               | No  | No   |
| 40 Reasons / comments / alternative uses   |   | The site is now surrounded by housing.   |
| 41 Any further advice  |   |  |

| EXISTING EMPLOYMENT SITES |  | E36   | E9   |
|---------------------------|--|---|--|
| <b>Question number</b>    |  |   |  |
| 1                         | Assessor   | Jonathan Ngige  | Jonathan Ngige   |
| 2                         | Date   | 07 May 2016   | 22 April 2016  |
| <b>Basic facts</b>        |  |   |  |
| 3                         | Site ID / map reference                                  | E36   | E9   |
| 4                         | Site name  | Water End Garage  | Solgar House   |
|                           |  |    |    |
| 5                         | Site address   | Water End Garage, Leighton Buzzard Road, HP1 3BD  | Beggars Lane, Aldbury, HP23 5PT  |
| 6                         | Brief description (including ownership details if known) | The site consists of a road side car sales yard and retail units.   | The site consists of the offices and warehouses of a health supplement company   |
| 7                         | Site area, ha  | 0.43  | 1.35   |
| 8                         | Number of units (approx.)                                | 3   | 2  |
| 9                         | Type of employment area                                  | Other   | Mixed B Uses (Office & Industrial)   |
| <b>Planning</b>           |  |   |  |
| 10                        | Any planning policy designations                         | Located in the Green Belt (Core Strategy Policy CS5). Local Plan Policy 34 (other land with established employment generating uses) is also relevant.           | Located in the Green Belt (Core Strategy Policy CS5) and the Chilterns Area of Outstanding Natural Beauty (Local Plan Policy 97, Core Strategy Policy CS24). Local Plan Policy 34 (other land with established employment generating uses) is also relevant. |
| 11                        | Any relevant planning history - Give details.            | A planning application (LPA ref 4/00784/16/FUL) to formalise the site's use for the sale of cars and extended the vehicle sales yard was refused on 21/06/2016. | No   |
| 12                        | Is the site in the floodplain?                           | No  | No   |

| EXISTING EMPLOYMENT SITES  | E36  | E9  |
|--|--|---|
| 13 Any adverse impacts of existing use on neighbours or the environment? | No   | Some visual and traffic impact  |
| 14 Score   | 1 Nil  | 2 Low   |
| <b>Strategic accessibility</b>   |  |   |
| 15 Describe - Ease of access/proximity to the roads                      | The site is 4.6 km from the A41  | The site is about 450 m from the A4251 which leads on to the A41.   |
| 16 Score   | 4 Poor   | 2 Good  |
| <b>Local access</b>  |  |   |
| 17 Suitability of access - Describe quality and facilities               | Local access along Leighton Buzzard Road appears to be suitable  | Beggars Lane is a fairly narrow country road but suitable for the site.   |
| 18 Score   | 1 Excellent  | 3 Reasonable  |
| <b>Public transport access</b>   |  |   |
| 19 Describe - e.g. station, bus stops                                    | The site is 230m from the nearest bus stop along Leighton Buzzard Road. The site is served by the 30, 31 and X31 bus routes to Luton, Berkhamstead and Hemel Hempstead | The closest bus stop to the site is about 1km from the site along the A4251. It is served by the 500 and 501 bus routes that run to Aylesbury, Hemel Hempstead and Watford. |

| EXISTING EMPLOYMENT SITES  |  | E36   | E9 |
|--|--|---|----|
| <b>External environment</b>  |  |   |    |
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is in a Green Belt location and is primarily surrounded by agricultural and residential uses. A second used car sales yard is located a few metres from the site and as such, the site's use is broadly compatible with surrounding uses. The closest amenities to the site are located in Hemel Hempstead town centre. | Solgar House is discretely set back from Beggars Lane. Surrounding uses are mostly agricultural and open land. The closest amenities to the site are at Tring town centre which is approximately 3.5 km away. |    |
| 21 Score   | 3 Reasonable   | 3 Reasonable  |    |
| <b>Internal environment</b>  |  |   |    |
| 22 Describe - layout, parking, servicing, landscaping etc.   | The site has a prominent frontage along Leighton Buzzard Road with the retail units having direct access to the road. Access appears to be suitable for both the retail and car sales uses. However, parking appeared to be constrained with the number of vehicles on display in the car yard far exceeding its capacity.       | The site is well laid out with ample parking. The site's landscaping and layout are high quality with adequate servicing.   |    |
| 23 Score   | 4 Poor   | 1 Excellent   |    |
| <b>Market signals</b>  |  |   |    |
| 24 Main occupiers and activities   | Prime Trading Used Cars  | Solgar  |    |
| 25 Vacancy - describe / comment  | Two vacant retail units  | None  |    |
| 26 Vacancy - agent details   | Aitchison Raffety  | N/A   |    |
| 27 Vacant floorspace if known, sq.m  |  | N/A   |    |
| 28 Vacant land (undeveloped or cleared plots), ha  | None   | None  |    |
| 29 Vacancy - score   | 3 Middling   | 1 Nil   |    |
| 30 Current rental value or asking rent if known  |  |   |    |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  |  | No  |    |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |  |   |    |

| EXISTING EMPLOYMENT SITES  | E36  | E9  |
|--|--|---|
| <b>Development opportunities</b>   |  |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | None   | None, the site is fully built out.  |
| 34 Any constraints on redevelopment / intensification / extension                | The site's Green Belt location would constrain redevelopment or extension of the site's current use. | The site is within the Green Belt and an AONB area. Most of the surrounding land is agricultural. |
| <b>Conclusion: market potential</b>  |  |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 3 Hard to tell   | 1 Yes   |
| 36 Reasons / comments  |  | The site appears to be suited to a single occupier.   |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |   |
| 37 For another employment use?   | No   | Yes   |
| 38 For alternative or mixed use?   | Yes, residential   | No  |
| <b>Recommendation</b>  |  |   |
| 39 Should the site be safeguarded for its existing employment use?               | No   | Yes   |
| 40 Reasons / comments / alternative uses   |  |   |
| 41 Any further advice  |  |   |

**EXISTING EMPLOYMENT SITES**

E5

E27

| Question number  | E5  | E27   |
|--|---|---|
| 1 Assessor   | Jonathan Ngige  | Jonathan Ngige  |
| 2 Date   | 29 April 2016   | 03 June 2016  |
| <b>Basic facts</b>   |   |   |
| 3 Site ID / map reference                                  | E5  | E27   |
| 4 Site name  | Heygate Mills   | Apsley One  |
|  |    |   |
| 5 Site address   | Tringford Road, Tring, HP23 4JL   | Apsley One, London Road, HP3 9TD  |
| 6 Brief description (including ownership details if known) | The site consists of a large flour milling facility.  | The cluster comprises two high quality office buildings - Apsley One and Westside. Apsley One is two stories and Westside is three stories.   |
| 7 Site area, ha  | 1.16  | 11.56   |
| 8 Number of units (approx.)                                | 5   | 2   |
| 9 Type of employment area                                  | Mixed B Uses (Office & Industrial)  | Office  |
| <b>Planning</b>  |   |   |
| 10 Any planning policy designations                        | Located within a residential area (Core Strategy Policy CS4). Core Strategy paragraph 22.8 states that any future redevelopment of Heygate Mill will accommodate a wider mix of uses. | Local Plan Policy 31 - designates the site as the Doolittle Meadow General Employment Area (GEA). Proposed employment uses: business (core office location). Submitted Site Allocations - Policy SA5 retains this GEA and proposes B1(a) use. |
| 11 Any relevant planning history - Give details.           | No  |   |
| 12 Is the site in the floodplain?                          | No  | Partially   |

**EXISTING EMPLOYMENT SITES**

**E5**

**E27**

|                                |   |  |   |
|--------------------------------|---|--|---|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | Surrounding uses to the south and east are predominantly residential. There might be some traffic impact from HGVs on local roads. Noise and air pollution from the mill is also likely.                 | No  |
| 14                             | Score   | 3 Middling   | 1 Nil   |
| <b>Strategic accessibility</b> |   |  |   |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is about 2.7km from the A41   | The site is about 1.9 km from the A41   |
| 16                             | Score   | 3 Reasonable   | 3 Reasonable  |
| <b>Local access</b>            |   |  |   |
| 17                             | Suitability of access - Describe quality and facilities               | Tringford Road is a predominantly residential street which is not entirely suitable for HGV traffic.   | London Road (A4251) is a suitable local access road.  |
| 18                             | Score   | 3 Reasonable   | 1 Excellent   |
| <b>Public transport access</b> |   |  |   |
| 19                             | Describe - e.g. station, bus stops                                    | The closest bus stop is about 260m from the site along Tringford Road. The site is served by the 50, 61, 164, 387 and 501 bus routes which run to Aldbury, Aylesbury, Tring and Beech Park (Willington). | The closest bus stop is about to the site is about 50m away on London Road and is served by the 500,501 and H19 bus routes which run to Watford and Aylesbury. Apsley train station is 300m from the site with regular services to London and the Midlands. |

| EXISTING EMPLOYMENT SITES   |   | E5   | E27   |
|-----------------------------|---|--|---|
| <b>External environment</b> |   |  |   |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | At street level, part of the site is discretely hidden by a row of houses fronting Tringford Road. The site is not compatible with surrounding uses which are mostly residential and Green Belt land. The site is about 1.8km from amenities in Tring town centre. | Both Aspley One and Westside are discretely positioned and set back from London Road. They are broadly compatible with the surrounding residential uses. A number of amenities are located along London Road. |
| 21                          | Score   | 3 Reasonable   | 2 Good  |
| <b>Internal environment</b> |   |  |   |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | The layout of the site has been developed in a piecemeal manner over the years. It is not very efficiently laid out. Parking and servicing within the site appears to be adequate.   | Parking provision across the site is generally good with good access off London Road. Landscaping is of high quality and includes a number of mature trees and boundary screening.                            |
| 23                          | Score   | 3 Reasonable   | 1 Excellent   |
| <b>Market signals</b>       |   |  |   |
| 24                          | Main occupiers and activities   | Heygate Mills  | Hertfordshire County Council, HSBC, Epson   |
| 25                          | Vacancy - describe / comment  | None   | Westside - vacant floorspace  |
| 26                          | Vacancy - agent details   | N/A  | Brasier Freeth, Hanover Green   |
| 27                          | Vacant floorspace if known, sq.m  | N/A  | 9,290   |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None   | None  |
| 29                          | Vacancy - score   | 1 Nil  | 3 Middling  |
| 30                          | Current rental value or asking rent if known  | N/A  | N/A   |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | N/A  | Westside has recently undergone refurbishment and is being actively marketed.   |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |  |   |

| EXISTING EMPLOYMENT SITES  | E5   | E27   |
|--|--|---|
| <b>Development opportunities</b>   |  |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | The surrounding land to the north and west is part of the Green Belt and the Chilterns Area of Outstanding Natural Beauty. The site itself is fully built out. There is no opportunity for extension or intensification. | There are no opportunity for redevelopment, intensification or expansion. |
| 34 Any constraints on redevelopment / intensification / extension                | The site is adjacent to Green Belt, the AONB and a residential area.   | The site is adjacent to the Green Belt                                    |
| <b>Conclusion: market potential</b>  |  |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes  | 1 Yes   |
| 36 Reasons / comments  | It appears to be well suited for the current occupier.   |   |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |   |
| 37 For another employment use?   | No   | No  |
| 38 For alternative or mixed use?   | Residential  | Mixed use residential   |
| <b>Recommendation</b>  |  |   |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  | Yes   |
| 40 Reasons / comments / alternative uses   |  |   |
| 41 Any further advice  |  |   |

| EXISTING EMPLOYMENT SITES |  | E31  | E40  |
|---------------------------|--|--|--|
| <b>Question number</b>    |  |  |  |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige   |
| 2                         | Date   | 22 April 2016  | 18 July 2016   |
| <b>Basic facts</b>        |  |  |  |
| 3                         | Site ID / map reference                                  | E31  | E40  |
| 4                         | Site name  | Rectory Farm   | New Road, Northchurch  |
|                           |  |                             |    |
| 5                         | Site address   | Rectory Farm, Gade Valley Close, Kings Langley, WD4 8HG  | 8 New Road, Northchurch, HP4 3QY   |
| 6                         | Brief description (including ownership details if known) | The site comprises an industrial park in a Green Belt location.  | The site comprises of a trade counter  |
| 7                         | Site area, ha  | 1.29   | 0.11   |
| 8                         | Number of units (approx.)                                | 15   | 1  |
| 9                         | Type of employment area                                  | General Industrial   | General Industrial   |
| <b>Planning</b>           |  |  |  |
| 10                        | Any planning policy designations                         | Local Plan Policy 4 - The Green Belt, Core Strategy Policy CS24 Chilterns Area of Outstanding Natural Beauty | The site falls within the Berkhamstead Conservation Area. Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Policy NP1 - Supporting Development<br>Core Strategy Policy CS1 - Distribution of Development<br>Core Strategy Policy CS27 - Quality of Historic Environment |
| 11                        | Any relevant planning history - Give details.            | No   | LPA ref: 4/03564/15/FUL and LPA ref: 4/00990/14/FUL - Demolition of existing warehouse and construction of three two bedroom and one three bedroom unit.   |
| 12                        | Is the site in the floodplain?                           | Yes  | No   |

| EXISTING EMPLOYMENT SITES      |   | E31  | E40   |
|--------------------------------|---|--|---|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | No   | Some noise and traffic impact from cars and HGVs accessing the site                           |
| 14                             | Score   | 1 Nil  | 2 Low   |
| <b>Strategic accessibility</b> |   |  |   |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is about 1.9 km from junction 20 of the M25 and the A41   | The site is 3.7 km from the A41   |
| 16                             | Score   | 3 Reasonable   | 4 Poor  |
| <b>Local access</b>            |   |  |   |
| 17                             | Suitability of access - Describe quality and facilities               | Gade Valley Close is primarily a residential street. The road is unsuitable for large vehicles.  | New Road is a residential road that appears suitable to serve the site.                       |
| 18                             | Score   | 4 Poor   | 3 Reasonable  |
| <b>Public transport access</b> |   |  |   |
| 19                             | Describe - e.g. station, bus stops                                    | The closest bus stop to the site is 230 m away. The bus stop is served by the 318, 500 and 501 bus routes which run to Watford, Aylesbury and Hemel Hempstead. The site is about 2 km from Kings Langley Station with trains running to London, Tring and Milton Keynes. | A bus stop is located by the entrance to the site and is served by the 30 and 31 bus service. |

| EXISTING EMPLOYMENT SITES   |   | E31  | E40  |
|-----------------------------|---|--|--|
| <b>External environment</b> |   |  |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is set far back from the road and consists of a series of low industrial and warehouse units. Surrounding uses are predominantly residential.                                 | The main trade counter unit is not visible from the New Road as it is hidden behind a house. The site is located within a conservation area and as such it is incompatible with the surrounding uses. Amenities are available in Berkhamstead town centre. |
| 21                          | Score   | 3 Reasonable   | 4 Poor   |
| <b>Internal environment</b> |   |  |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | Parking on the site is informal and there is no designated parking area. Internal servicing roads are adequate. The site is not landscaped but is screened off from Gade Valley Close. | As a house is located at the front of the site, access to the trade counter is constrained. Parking and servicing on the site appear to be adequate though the manoeuvring of vehicles in the site is difficult. There is no landscaping.                  |
| 23                          | Score   | 3 Reasonable   | 4 Poor   |
| <b>Market signals</b>       |   |  |  |
| 24                          | Main occupiers and activities   | Local businesses   | CD Wright Electrical   |
| 25                          | Vacancy - describe / comment  | Yes - warehouse units  | No   |
| 26                          | Vacancy - agent details   | Brasier Freeth   | N/A  |
| 27                          | Vacant floorspace if known, sq.m  | 575 sq.m   | N/A  |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | There is some vacant land to the east of the site which appears to be used as an allotment.  | N/A  |
| 29                          | Vacancy - score   | 3 Middling   | 1 Nil  |
| 30                          | Current rental value or asking rent if known  | N/A  | N/A  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No   | N/A  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A  | Loss of employment land in this location was deemed acceptable   |

| EXISTING EMPLOYMENT SITES  |   | E31   | E40 |
|--|---|---|-----|
| <b>Development opportunities</b>   |   |   |     |
| 33 Opportunities for redevelopment / intensification / extension for current use | There is an opportunity to redevelop the site with modern industrial and warehouse units.                                       | Opportunity to redevelop the site for residential |     |
| 34 Any constraints on redevelopment / intensification / extension                | Development on the site will be restricted due to the site's Green Belt and landscape designation and location in a flood zone. | Conservation area                                 |     |
| <b>Conclusion: market potential</b>  |   |   |     |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 2 Likely  | 2 Likely  |     |
| 36 Reasons / comments  | Might be suited for small, local businesses though the units are generally poor in quality                                      |   |     |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |   |     |
| 37 For another employment use?   | No  | No  |     |
| 38 For alternative or mixed use?   | Yes   | Yes   |     |
| <b>Recommendation</b>  |   |   |     |
| 39 Should the site be safeguarded for its existing employment use?               | Maybe / depends   | No  |     |
| 40 Reasons / comments / alternative uses   | The site is a low quality employment site   | The site has been lost to residential use         |     |
| 41 Any further advice  |   |   |     |

| EXISTING EMPLOYMENT SITES |  | E42  | E43  |
|---------------------------|--|--|--|
| <b>Question number</b>    |  |  |  |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige   |
| 2                         | Date   | 18 July 2016   | 18 July 2016   |
| <b>Basic facts</b>        |  |  |  |
| 3                         | Site ID / map reference                                  | E42  | E43  |
| 4                         | Site name  | Old School House   | Bank Mill Wharf  |
|                           |  |   |    |
| 5                         | Site address   | The Old School House, George Street, Hemel Hempstead, HP2 5HJ  | Bank Mill Wharf, Bank Mill Lane, Berkhamstead, HP4 2NT   |
| 6                         | Brief description (including ownership details if known) | The site includes a converted school house now used as offices   | The site consists of converted farm buildings in use as commercial units   |
| 7                         | Site area, ha  | 0.12   | 0.08   |
| 8                         | Number of units (approx.)                                | 1  | 2  |
| 9                         | Type of employment area                                  | Office   | Office   |
| <b>Planning</b>           |  |  |  |
| 10                        | Any planning policy designations                         | CS4 - Towns and Large Villages<br>CS15 - Offices, Research, Industry, Storage and Distribution<br>Policy NP1 - Supporting Development<br>Policy CS1 - Distribution of Development<br>Policy CS27 - Quality of Historic Environment | CS4 - Towns and Large Villages<br>CS15 - Offices, Research, Industry, Storage and Distribution<br>Policy NP1 - Supporting Development<br>Policy CS1 - Distribution of Development<br>Policy CS27 - Quality of Historic Environment |
| 11                        | Any relevant planning history - Give details.            | No   | LPA ref: 4/01278/13/FUL - conversion of business units to residential.   |
| 12                        | Is the site in the floodplain?                           | No   | Yes  |

| EXISTING EMPLOYMENT SITES  | E42  | E43   |
|--|--|---|
| 13 Any adverse impacts of existing use on neighbours or the environment? | No   | No  |
| 14 Score   | 1 Nil  | 1 Nil   |
| <b>Strategic accessibility</b>   |  |   |
| 15 Describe - Ease of access/proximity to the roads                      | The site is approximately 3 km from the A 41   | The site is approximately 2 km from the A41   |
| 16 Score   | 4 Poor   | 3 Reasonable  |
| <b>Local access</b>  |  |   |
| 17 Suitability of access - Describe quality and facilities               | George Street is a predominantly residential street. There is located in a predominantly residential area. The street is constrained by residential parking on both sides of the road. | Local access is along Bank Mill Lane which is predominantly a residential street. The street is relatively narrow and not suited for large vehicles.      |
| 18 Score   | 3 Reasonable   | 4 Poor  |
| <b>Public transport access</b>   |  |   |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop to the site is located along Allandale Road and is served by the 4 bus service to Grovehill and Boxmoor.  | The closest bus stop to the site is 200 m from the site and is served by the 500, 501 and 502 bus routes to Hemel Hempstead, Watford, Tring and Aylesbury |

| EXISTING EMPLOYMENT SITES  |  | E42  | E43 |
|--|--|--|-----|
| <b>External environment</b>  |  |  |     |
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The Old School House occupies a prominent site at the corner of George Street and Heather Way. It is visually compatible with surrounding uses. Amenities are available along the High Street in Hemel Hempstead old town. | The main buildings are set back from the site boundary and are visually compatible with the surrounding dwellings. Some amenities are along London Road. |     |
| 21 Score   | 2 Good   | 2 Good   |     |
| <b>Internal environment</b>  |  |  |     |
| 22 Describe - layout, parking, servicing, landscaping etc.   | The layout of the site is well laid out and landscaped. Parking on site appears to be limited.   | Parking and a service yard are located at the front of the building. Though landscaping is minimal, the site includes a number of mature trees.          |     |
| 23 Score   | 2 Good   | 3 Reasonable   |     |
| <b>Market signals</b>  |  |  |     |
| 24 Main occupiers and activities   | Emma James Physiotherapy   | Strongs Printing   |     |
| 25 Vacancy - describe / comment  | No   | No   |     |
| 26 Vacancy - agent details   | N/A  | N/A  |     |
| 27 Vacant floorspace if known, sq.m  | N/A  | N/A  |     |
| 28 Vacant land (undeveloped or cleared plots), ha  | None   | None   |     |
| 29 Vacancy - score   | 1 Nil  | 1 Nil  |     |
| 30 Current rental value or asking rent if known  | N/A  | N/A  |     |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  | N/A  | N/A  |     |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |  |  |     |

| EXISTING EMPLOYMENT SITES  | E42                                   | E43                                      |
|--|---------------------------------------|--|
| <b>Development opportunities</b>   |                                       |  |
| 33 Opportunities for redevelopment / intensification / extension for current use | No                                    | No                                       |
| 34 Any constraints on redevelopment / intensification / extension                | The site is within a residential area | Surrounding residential uses             |
| <b>Conclusion: market potential</b>  |                                       |  |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes                                 | 4 Unlikely                               |
| 36 Reasons / comments  |                                       | Has permission to convert to residential |
| <b>Market potential for comprehensive redevelopment?</b>                         |                                       |  |
| 37 For another employment use?   | No                                    | No                                       |
| 38 For alternative or mixed use?   | Could be converted into residential   | Yes - residential                        |
| <b>Recommendation</b>  |                                       |  |
| 39 Should the site be safeguarded for its existing employment use?               | Yes                                   | No                                       |
| 40 Reasons / comments / alternative uses   |                                       |  |
| 41 Any further advice  |                                       |  |

| EXISTING EMPLOYMENT SITES |  | E44  | E45  |
|---------------------------|--|--|--|
| <b>Question number</b>    |  |  |  |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige   |
| 2                         | Date   | 18 July 2016   | 18 July 2016   |
| <b>Basic facts</b>        |  |  |  |
| 3                         | Site ID / map reference                                  | E44  | E45  |
| 4                         | Site name  | Avia House   | Kent Brushes & Nash House  |
|                           |  |   |    |
| 5                         | Site address   | Avia House, Avia Close, Hemel Hempstead, HP3 9TH   | London Road, Hemel Hempstead, HP3 9SA and HP3 9XE  |
| 6                         | Brief description (including ownership details if known) | The site comprises of two storey office and commercial building.   | The site comprises the headquarters of Kent Brushes and Nash House, a separate office building.  |
| 7                         | Site area, ha  | 0.05   | 0.06   |
| 8                         | Number of units (approx.)                                | 1  | 2  |
| 9                         | Type of employment area                                  | Office   | Mixed B Uses (Office & Industrial)   |
| <b>Planning</b>           |  |  |  |
| 10                        | Any planning policy designations                         | Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS1 - Distribution of Development | Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS1 - Distribution of Development |
| 11                        | Any relevant planning history - Give details.            | No   | An application was submitted for the extension of the Kent Brushes building of more warehouse floorspace (LPA ref :4/03562/14/FUL)   |
| 12                        | Is the site in the floodplain?                           | No   | Yes  |

| EXISTING EMPLOYMENT SITES  | E44   | E45   |
|--|---|---|
| 13 Any adverse impacts of existing use on neighbours or the environment? | No  | No  |
| 14 Score   | 1 Nil   | 1 Nil   |
| <b>Strategic accessibility</b>   |   |   |
| 15 Describe - Ease of access/proximity to the roads                      | The site is approximately 1.1 km from the A41   | The site is approximately 1 km from the A41   |
| 16 Score   | 2 Good  | 2 Good  |
| <b>Local access</b>  |   |   |
| 17 Suitability of access - Describe quality and facilities               | The site is accessed from London Road (A4251) which is a major local road.  | The site is accessed from London Road (A4251) which is a major local road.  |
| 18 Score   | 2 Good  | 2 Good  |
| <b>Public transport access</b>   |   |   |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop to the site is 250m away and is served by the 500, 501 and H19 bus routes to Watford, Aylesbury and Tring. | The closest bus stop is directly outside the site and is served by the 500, 501 and H19 bus routes to Watford, Aylesbury and Tring. |

| EXISTING EMPLOYMENT SITES  |   | E44   | E45 |
|--|---|---|-----|
| <b>External environment</b>  |   |   |     |
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is set back from London Road behind a row of buildings fronting London Road. Avia House is largely compatible with surrounding residential and commercial uses. Amenities are available along the London Road. | Both Nash House and the Kent Brushes building have prominent frontages along London Road. The eastern side of the road is dominated by large trade counter and retail uses - the site is therefore compatible with surrounding uses. Several amenities are available along London Road. |     |
| 21 Score   | 2 Good  | 2 Good  |     |
| <b>Internal environment</b>  |   |   |     |
| 22 Describe - layout, parking, servicing, landscaping etc.   | The layout and servicing of the site appear to be suitable though the amount of parking available onsite is low.  | The layout of the site is suitable for the uses. Kent Brushes includes visitor and staff parking to the front of the building with servicing at the rear while Nash House includes parking at the rear of the building. The site has very limited landscaping.                          |     |
| 23 Score   | 4 Poor  | 3 Reasonable  |     |
| <b>Market signals</b>  |   |   |     |
| 24 Main occupiers and activities   | Bodylink Hair and Beauty Supplies   | Kent Brushes, Andrews Computer Services   |     |
| 25 Vacancy - describe / comment  | No  | No  |     |
| 26 Vacancy - agent details   | N/A   | N/A   |     |
| 27 Vacant floorspace if known, sq.m  | N/A   | N/A   |     |
| 28 Vacant land (undeveloped or cleared plots), ha  | None  | None  |     |
| 29 Vacancy - score   | 1 Nil   | 1 Nil   |     |
| 30 Current rental value or asking rent if known  | N/A   | N/A   |     |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  | N/A   | Extension to the Kent Brushes building.   |     |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |   | N/A   |     |

| EXISTING EMPLOYMENT SITES  | E44   | E45   |
|--|---|---|
| <b>Development opportunities</b>   |   |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | Opportunities to redevelop the site are limited | No  |
| 34 Any constraints on redevelopment / intensification / extension                | The surrounding area is completely built out.   | The surrounding area is completely built out.   |
| <b>Conclusion: market potential</b>  |   |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes   | 1 Yes   |
| 36 Reasons / comments  | Offers well located commercial floorspace.      | Both Kent Brushes and Andrews Computer Services appear to be long time occupiers of the site. |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |   |
| 37 For another employment use?   | No  | No  |
| 38 For alternative or mixed use?   | Yes - residential                               | No  |
| <b>Recommendation</b>  |   |   |
| 39 Should the site be safeguarded for its existing employment use?               | Yes   | Yes   |
| 40 Reasons / comments / alternative uses   |   |   |
| 41 Any further advice  |   |   |

| EXISTING EMPLOYMENT SITES |  | E46  | E48   |
|---------------------------|--|--|---|
| <b>Question number</b>    |  |  |   |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige  |
| 2                         | Date   | 18 July 2016   | 18 July 2016  |
| <b>Basic facts</b>        |  |  |   |
| 3                         | Site ID / map reference                                  | E46  | E48   |
| 4                         | Site name  | 126 Hempstead Road   | Church House  |
|                           |  |   |   |
| 5                         | Site address   | 126 Hempstead Road, Kings Langley, WD4 8AL   | Church House, Church Lane, Kings Langley  |
| 6                         | Brief description (including ownership details if known) | The site comprises a two storey commercial building, set back from the road with car parking to the front.   | The site consists of a converted malting now in office use  |
| 7                         | Site area, ha  | 0.20   | 0.04  |
| 8                         | Number of units (approx.)                                | 1  | 1   |
| 9                         | Type of employment area                                  | Office   | Office  |
| <b>Planning</b>           |  |  |   |
| 10                        | Any planning policy designations                         | Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS1 - Distribution of Development<br>Core Strategy Policy CS25 - Green Belt | Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS1 - Distribution of Development.<br>Church House is Grade II listed. |
| 11                        | Any relevant planning history - Give details.            | An application seeking to redevelop the site into 9 flats was granted permission (LAP ref: 4/00604/15/FUL)   | LPA ref: 4/00664/12/LBC - Alteration to internal walls and partitions to create more office floorspace.   |
| 12                        | Is the site in the floodplain?                           | No   | No  |

| EXISTING EMPLOYMENT SITES      |   | E46   | E48  |
|--------------------------------|---|---|--|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | No  | No   |
| 14                             | Score   | 1 Nil   | 1 Nil  |
| <b>Strategic accessibility</b> |   |   |  |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is 2.9 km from junction 20 of the M25.   | The site is 1.2 km from junction 20 of the M25.  |
| 16                             | Score   | 3 Reasonable  | 2 Good   |
| <b>Local access</b>            |   |   |  |
| 17                             | Suitability of access - Describe quality and facilities               | The site is accessed from London Road (A4251) which is a major local road.  | Church Lane is mainly a residential street.  |
| 18                             | Score   | 2 Good  | 3 Reasonable   |
| <b>Public transport access</b> |   |   |  |
| 19                             | Describe - e.g. station, bus stops                                    | The closest bus stops is directly outside the site on London Road and is served by the 318, 500, 501 and H19 bus routes to Watford, Aylesbury and Tring. Kings Langley Train Station is approximately 2 km from the site. | The closest bus stop is approximately 140 meters from the site on the High Street and is served by the 319, 318, 500, 501 and H19 bus routes to Watford, Nash Mills, Aylesbury and Tring. The site is approximately 1.3 km from Kings Langley Train Station. |

| EXISTING EMPLOYMENT SITES   |   | E46   | E48  |
|-----------------------------|---|---|--|
| <b>External environment</b> |   |   |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site fronts London Road and is highly visible from the street. Surrounding uses are predominantly residential and Green Belt land.  | The site has a prominent frontage on both The Orchard and Church lane. It is visually compatible with surrounding uses. Local amenities are available along the High Street 500m away. |
| 21                          | Score   | 3 Reasonable  | 3 Reasonable   |
| <b>Internal environment</b> |   |   |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | Limited parking is provided on the site's forecourt. There is no landscaping on the site, the remainder of the site is used for the storage and display of swimming pool equipment. | The footprint of Church House occupies most of the site, as such, limited on street parking is provided along the Orchard.   |
| 23                          | Score   | 3 Reasonable  | 3 Reasonable   |
| <b>Market signals</b>       |   |   |  |
| 24                          | Main occupiers and activities   | Chiswell Swimming Pools.  | ECR Retail Systems   |
| 25                          | Vacancy - describe / comment  | No  | No   |
| 26                          | Vacancy - agent details   | N/A   | N/A  |
| 27                          | Vacant floorspace if known, sq.m  | N/A   | N/A  |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  | None   |
| 29                          | Vacancy - score   | 1 Nil   | 1 Nil  |
| 30                          | Current rental value or asking rent if known  | N/A   | N/A  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No  | No   |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | According to the D&A Statement accompanying LAP ref: 4/00604/15/FUL, there is a diminished demand for commercial premises in this particular location.                              | N/A  |

| EXISTING EMPLOYMENT SITES  | E46   | E48  |
|--|---|--|
| <b>Development opportunities</b>   |   |  |
| 33 Opportunities for redevelopment / intensification / extension for current use | Yes   | No   |
| 34 Any constraints on redevelopment / intensification / extension                | The site is within the Green Belt                   | Church Hall is listed and within a Conservation Area.  |
| <b>Conclusion: market potential</b>  |   |  |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 2 Likely  | 1 Yes  |
| 36 Reasons / comments  |   | It appears to be well suited to the a single occupier. |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |  |
| 37 For another employment use?   | No  | No   |
| 38 For alternative or mixed use?   | Yes - residential                                   | Yes - residential                                      |
| <b>Recommendation</b>  |   |  |
| 39 Should the site be safeguarded for its existing employment use?               | No  | Yes  |
| 40 Reasons / comments / alternative uses   | The site has already been lost to residential uses. |  |
| 41 Any further advice  |   |  |

| EXISTING EMPLOYMENT SITES |  | E49   | E50  |
|---------------------------|--|---|--|
| <b>Question number</b>    |  |   |  |
| 1                         | Assessor   | Jonathan Ngige  | Jonathan Ngige   |
| 2                         | Date   | 18 July 2016  | 18 July 2016   |
| <b>Basic facts</b>        |  |   |  |
| 3                         | Site ID / map reference                                  | E49   | E50  |
| 4                         | Site name  | The Nap   | IET House  |
|                           |  |    |    |
| 5                         | Site address   | The Nap, Kings Langley, WD4 8ES   | IET House, Chestnut Close, Potton End, HP4 2RN   |
| 6                         | Brief description (including ownership details if known) | The site includes a showroom and light industry, storage and distribution units   | The site comprises of an office building in a residential location.  |
| 7                         | Site area, ha  | 0.16  | 0.10   |
| 8                         | Number of units (approx.)                                | 1   | 1  |
| 9                         | Type of employment area                                  | General Industrial  | Office   |
| <b>Planning</b>           |  |   |  |
| 10                        | Any planning policy designations                         | Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS1 - Distribution of Development. | Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS1 - Distribution of Development.<br>Local Plan Policy 6 - Selected Small villages in the Green Belt, Local Plan Policy 4 - The Green Belt |
| 11                        | Any relevant planning history - Give details.            | No  | No   |
| 12                        | Is the site in the floodplain?                           | No  | No   |

| EXISTING EMPLOYMENT SITES  | E49  | E50   |
|--|--|---|
| 13 Any adverse impacts of existing use on neighbours or the environment? | Noise impact from the movement of vehicles in the service yard.  | No  |
| 14 Score   | 2 Low  | 1 Nil   |
| <b>Strategic accessibility</b>   |  |   |
| 15 Describe - Ease of access/proximity to the roads                      | The site is 1.6 km from junction 20 of the M25.  | The site is approximately 4.5km from the A41.   |
| 16 Score   | 2 Good   | 4 Poor  |
| <b>Local access</b>  |  |   |
| 17 Suitability of access - Describe quality and facilities               | The nap is primarily a residential street and not particularly suited for the use in the site.   | Chestnut Close is a quiet residential street with limited access.   |
| 18 Score   | 4 Poor   | 4 Poor  |
| <b>Public transport access</b>   |  |   |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop is approximately 110 meters from the site on Hempstead Road and is served by the 318, 500 and 501 bus routes to Aylesbury, Hemel Hempstead and Tring. The site is about 1.6 km from Kings Langley Station with trains running to London, Tring and Milton Keynes. | The closest bus stop is approximately 400 meters from the site on The Common and is served by the 532 bus to Northchurch and Hemel Hempstead. |

| EXISTING EMPLOYMENT SITES   |   | E49  | E50   |
|-----------------------------|---|--|---|
| <b>External environment</b> |   |  |   |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is located in a residential area and is not compatible with surrounding uses. The showroom element of the building fronts the Nap. Kings Langley local centre includes a number of amenities.   | The site is located in a residential area and is generally compatible with the surrounding uses. Some amenities are available at Pottend End village green. |
| 21                          | Score   | 3 Reasonable   | 3 Reasonable  |
| <b>Internal environment</b> |   |  |   |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | The site is long and narrow with access roads running along both sides of the main building and the service yard at the rear. Parking appears to be very limited on the site. The service yard is also constrained in terms of vehicle movement. | The site has a limited amount of forecourt parking and some landscaping.  |
| 23                          | Score   | 3 Reasonable   | 3 Reasonable  |
| <b>Market signals</b>       |   |  |   |
| 24                          | Main occupiers and activities   | Skyline Roofing Centre, Arter & North  | Innovatibe Electronic Technology Ltd  |
| 25                          | Vacancy - describe / comment  | No   | No  |
| 26                          | Vacancy - agent details   | N/A  | N/A   |
| 27                          | Vacant floorspace if known, sq.m  | N/A  | N/A   |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None   | None  |
| 29                          | Vacancy - score   | 1 Nil  | 1 Nil   |
| 30                          | Current rental value or asking rent if known  | N/A  | N/A   |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No   | No  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A  | N/A   |

| EXISTING EMPLOYMENT SITES  | E49  | E50                           |
|--|--|-------------------------------|
| <b>Development opportunities</b>   |  |                               |
| 33 Opportunities for redevelopment / intensification / extension for current use | No   | No                            |
| 34 Any constraints on redevelopment / intensification / extension                | Neighbouring residential uses                                | Neighbouring residential uses |
| <b>Conclusion: market potential</b>  |  |                               |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes  | 1 Yes                         |
| 36 Reasons / comments  | It caters for a local need for light industrial floor space. | It feels a specific           |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |                               |
| 37 For another employment use?   | No   | No                            |
| 38 For alternative or mixed use?   | Yes - residential  | Yes - residential             |
| <b>Recommendation</b>  |  |                               |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  | Yes                           |
| 40 Reasons / comments / alternative uses   |  |                               |
| 41 Any further advice  |  |                               |

| EXISTING EMPLOYMENT SITES |  | E51  | E53  |
|---------------------------|--|--|--|
| <b>Question number</b>    |  |  |  |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige   |
| 2                         | Date   | 18 July 2016   | 18 July 2016   |
| <b>Basic facts</b>        |  |  |  |
| 3                         | Site ID / map reference                                  | E51  | E53  |
| 4                         | Site name  | Hills and Coles Farm   | Sunderland Yard  |
|                           |  |   |    |
| 5                         | Site address   | Hill and Coles Farm, Watling Street, Flamstead, AL3 8HA  | Sunderland Yard, Church Lane, Kings Langley  |
| 6                         | Brief description (including ownership details if known) | The site comprises of a plant hire and associated light industries and ancillary offices.  | The site comprises of a number of trade counters and storage and distribution units.   |
| 7                         | Site area, ha  | 2.86   | 1.23   |
| 8                         | Number of units (approx.)                                | 5  | 15   |
| 9                         | Type of employment area                                  | General Industrial   | General Industrial   |
| <b>Planning</b>           |  |  |  |
| 10                        | Any planning policy designations                         | Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS1 - Distribution of Development<br>Local Plan Policy 4 - The Green Belt | Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS1 - Distribution of Development |
| 11                        | Any relevant planning history - Give details.            | No   | No   |
| 12                        | Is the site in the floodplain?                           | No   | Partially  |

| EXISTING EMPLOYMENT SITES      |   | E51   | E53  |
|--------------------------------|---|---|--|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | No  | Some traffic impact from the movement of HGVs in and around the site.  |
| 14                             | Score   | 1 Nil   | 2 Low  |
| <b>Strategic accessibility</b> |   |   |  |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is approximately 1.4 km from junction 9 of the M1  | The site is approximately 1.5 km from junction 20 of the M25   |
| 16                             | Score   | 2 Good  | 2 Good   |
| <b>Local access</b>            |   |   |  |
| 17                             | Suitability of access - Describe quality and facilities               | The site is accessed by a long narrow driveway off the A5.  | Church Lane is primarily a residential street which may not comfortably accommodate HGVs   |
| 18                             | Score   | 3 Reasonable  | 4 Poor   |
| <b>Public transport access</b> |   |   |  |
| 19                             | Describe - e.g. station, bus stops                                    | The closest bus stop to the site is 700 away along Chequers Hill and is served by the 34, 46, 647 and 657 bus routes to St Albans, Redbourne, Hemel Hempstead and Cell Bames. | The closest bus stop is located along Church Lane and is served by the 318 and 319 bus routes to Hemel Hempstead, Watford and Nash Mills. Kings Langley Train station is about 1.2 km from the site. |

| EXISTING EMPLOYMENT SITES   |   | E51   | E53  |
|-----------------------------|---|---|--|
| <b>External environment</b> |   |   |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The area surrounding the site is mostly agricultural and open land and as such, site is generally not compatible with surrounding uses. A few amenities are available along the A5.                                   | The site has a distinct frontage and is located on a bend on Church Lane. The site is generally not compatible with surrounding uses which includes residential dwellings and an allotment which is part of the Green Belt. The site is about 500m from Kings Langley High Street.   |
| 21                          | Score   | 3 Reasonable  | 3 Reasonable   |
| <b>Internal environment</b> |   |   |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | The site includes a listed farmhouse and a series of industrial buildings that have been added over the years. Parking and servicing appeared to be adequate. There is also some limited landscaping around the site. | The site is long and narrow with buildings set out around the perimeter of the site. Parking and servicing areas are not clearly demarcated but generally seem to be adequate. There is limited landscaping around the site. The location of the used car showroom along Church Lane generally reduces the visual appeal of the site due to the number of cars parked on its forecourt and along the pavement. |
| 23                          | Score   | 3 Reasonable  | 3 Reasonable   |
| <b>Market signals</b>       |   |   |  |
| 24                          | Main occupiers and activities   | M O'Brien Plant Hire, Pacific Works   | Carpet Warehouse, Totally Trade Direct, Quest Joinery  |
| 25                          | Vacancy - describe / comment  | No  | No   |
| 26                          | Vacancy - agent details   | N/A   | N/A  |
| 27                          | Vacant floorspace if known, sq.m  | N/A   | N/A  |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  | None   |
| 29                          | Vacancy - score   | 1 Nil   | 1 Nil  |
| 30                          | Current rental value or asking rent if known  | N/A   | N/A  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No  | No   |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A   | N/A  |

| EXISTING EMPLOYMENT SITES  | E51                               | E53   |
|--|-----------------------------------|---|
| <b>Development opportunities</b>   |                                   |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | Yes                               | There might be an opportunity to redevelop the site                 |
| 34 Any constraints on redevelopment / intensification / extension                | The site is within the Green Belt | The site borders the Green Belt and is in a residential location.   |
| <b>Conclusion: market potential</b>  |                                   |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 2 Likely                          | 1 Yes   |
| 36 Reasons / comments  |                                   | The site appears to be well used and suitable for local businesses. |
| <b>Market potential for comprehensive redevelopment?</b>                         |                                   |   |
| 37 For another employment use?   | Yes                               | No  |
| 38 For alternative or mixed use?   | Yes                               | Yes   |
| <b>Recommendation</b>  |                                   |   |
| 39 Should the site be safeguarded for its existing employment use?               | Yes                               | Yes   |
| 40 Reasons / comments / alternative uses   |                                   |   |
| 41 Any further advice  |                                   |   |

| EXISTING EMPLOYMENT SITES                                  | E54  | E55   |
|--|--|---|
| <b>Question number</b>                                     |  |   |
| 1 Assessor   | Jonathan Ngige   | Jonathan Ngige  |
| 2 Date   | 18 July 2016   | 18 July 2016  |
| <b>Basic facts</b>   |  |   |
| 3 Site ID / map reference                                  | E54  | E55   |
| 4 Site name  | Cotton Springs Farm  | Breeches Wood   |
|  |   |   |
| 5 Site address   | Cotton Spring Farm, Friendless Lane, Markyate, AL3 8AF   | Land adj. Breeches Wood, Shootersway, Berkhamstead, HP4 3TY   |
| 6 Brief description (including ownership details if known) | The site consists of a collection of farm buildings now in commercial use.   | The site is currently occupied by open storage and some industrial units.   |
| 7 Site area, ha  | 0.83   | 0.63  |
| 8 Number of units (approx.)                                | 5  | 3   |
| 9 Type of employment area                                  | General Industrial   | General Industrial  |
| <b>Planning</b>  |  |   |
| 10 Any planning policy designations                        | Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS1 - Distribution of Development<br>Core Strategy Policy CS24 - Chilterns AONB | Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS1 - Distribution of Development<br>Core Strategy Policy CS24 - Chilterns AONB<br>Core Strategy Policy CS5 - Green Belt |
| 11 Any relevant planning history - Give details.           | LPA ref: 4/02353/14/FUL - Demolition of existing buildings and the replacement with four new dwellings.  | No  |
| 12 Is the site in the floodplain?                          | No   | No  |

| EXISTING EMPLOYMENT SITES  | E54  | E55  |
|--|--|--|
| 13 Any adverse impacts of existing use on neighbours or the environment? | Some traffic impact due to the movement of vehicles in and around the site   | The movement of vehicles especially HGVs may impact local traffic  |
| 14 Score   | 2 Low  | 2 Low  |
| <b>Strategic accessibility</b>   |  |  |
| 15 Describe - Ease of access/proximity to the roads                      | The site is approximately 3km from junction 9 of the M1.   | The north of the site is bound by the A41. However the closest access to the road is at the junction of the A41 and A4251 approximately 5.7 km away. |
| 16 Score   | 3 Reasonable   | 4 Poor   |
| <b>Local access</b>  |  |  |
| 17 Suitability of access - Describe quality and facilities               | Friendless Lane is a fairly narrow country road which is not particularly suited for the current uses on the site.   | Shootersway is a narrow country road and not suited for the movement of HGVs   |
| 18 Score   | 4 Poor   | 4 Poor   |
| <b>Public transport access</b>   |  |  |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop to the site is 1.8 km away and is located along Flamstead High Street. It is served by the 34, 46, 647 and 657 bus routes to St Albans and Hemel Hempstead. | The closest bus stop to the site is located 2.7 km from the site along Chesham Road and is served by the 387 bus route to New Mill.                  |

| EXISTING EMPLOYMENT SITES   |   | E54   | E55   |
|-----------------------------|---|---|---|
| <b>External environment</b> |   |   |   |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The units on the site are visible from Friendless Lane though they don't front the road. The site is generally not compatible with the surrounding uses which include agricultural and open land. The closest amenities to the site are located in Flamstead village. | The site is not compatible with surrounding uses which include agricultural land and woodland. The site is obscured from Shootersway by a hedge and some trees. The closest amenities to the site are in Berkhamstead approximately 4.5 km from the site. |
| 21                          | Score   | 4 Poor  | 4 Poor  |
| <b>Internal environment</b> |   |   |   |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | The site has a regular layout with parking and servicing areas provided in an ad hoc manner. Part of the site is also used for parking motor homes associated with the motor home hire business located within the site.  | Most of the site is used as open storage and is   |
| 23                          | Score   | 3 Reasonable  | 3 Reasonable  |
| <b>Market signals</b>       |   |   |   |
| 24                          | Main occupiers and activities   | Just Go Motor Home Hire   |   |
| 25                          | Vacancy - describe / comment  | No  | No  |
| 26                          | Vacancy - agent details   | N/A   | N/A   |
| 27                          | Vacant floorspace if known, sq.m  | N/A   | N/A   |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  | None  |
| 29                          | Vacancy - score   | 1 Nil   | 1 Nil   |
| 30                          | Current rental value or asking rent if known  | N/A   | N/A   |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No  | No  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A   | N/A   |

| EXISTING EMPLOYMENT SITES  |   | E54 | E55   |
|--|---|-----|---|
| <b>Development opportunities</b>   |   |     |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | Redevelopment of the site may be possible though the permitted uses may be restricted.                          |     | There might be some opportunity to redevelop the site |
| 34 Any constraints on redevelopment / intensification / extension                | The site is within an AONB and within a rural location.   |     | The site is within the Green Belt and within an AONB  |
| <b>Conclusion: market potential</b>  |   |     |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 4 Unlikely  |     | 1 Yes   |
| 36 Reasons / comments  | The motor home hire business appears to be successful however there is limited room for the business to expand. |     | Appears to be well occupied                           |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |     |   |
| 37 For another employment use?   | No  |     | No  |
| 38 For alternative or mixed use?   | Yes - residential   |     | Yes - residential                                     |
| <b>Recommendation</b>  |   |     |   |
| 39 Should the site be safeguarded for its existing employment use?               | No  |     | Yes   |
| 40 Reasons / comments / alternative uses   | The site has been lost to residential use.  |     |   |
| 41 Any further advice  |   |     |   |

| EXISTING EMPLOYMENT SITES |  | E56  | E57   |
|---------------------------|--|--|---|
| <b>Question number</b>    |  |  |   |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige  |
| 2                         | Date   | 18 July 2016   | 18 July 2016  |
| <b>Basic facts</b>        |  |  |   |
| 3                         | Site ID / map reference                                  | E56  | E57   |
| 4                         | Site name  | Fantastic Fireworks  | Home Farm   |
|                           |  |   |   |
| 5                         | Site address   | Half Moon Lane, Pepperstock, Luton, LU1 4LL  | Home Farm, Bridens Camp, HP2 6EZ  |
| 6                         | Brief description (including ownership details if known) | The site comprises of former agricultural buildings used as storage units  | The site comprises of former agricultural buildings in commercial use.  |
| 7                         | Site area, ha  | 1.06   | 1.51  |
| 8                         | Number of units (approx.)                                | 10   | 23  |
| 9                         | Type of employment area                                  | General Industrial   | Mixed B Uses (Office & Industrial)  |
| <b>Planning</b>           |  |  |   |
| 10                        | Any planning policy designations                         | Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS25 - Green Belt | Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS24 - Chilterns AONB<br>Core Strategy Policy CS7 Rural Area |
| 11                        | Any relevant planning history - Give details.            | No   | No  |
| 12                        | Is the site in the floodplain?                           | No   | No  |

| EXISTING EMPLOYMENT SITES      |   | E56   | E57  |
|--------------------------------|---|---|--|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | There may be some traffic impact on local roads.  | There may be some traffic impact on local roads.   |
| 14                             | Score   | 2 Low   | 2 Low  |
| <b>Strategic accessibility</b> |   |   |  |
| 15                             | Describe - Ease of access/proximity to the roads                      | While geographically close, the site is 4.7km from junction 10 of the M1 due to the local road layout.  | The site is 9.8 km from junction 9 of the M1.  |
| 16                             | Score   | 4 Poor  | 5 Very Poor  |
| <b>Local access</b>            |   |   |  |
| 17                             | Suitability of access - Describe quality and facilities               | Half Moon lane is a narrow country road serving a predominantly residential area.   | Red Lion Road is a narrow country lane   |
| 18                             | Score   | 4 Poor  | 4 Poor   |
| <b>Public transport access</b> |   |   |  |
| 19                             | Describe - e.g. station, bus stops                                    | The closest bus stop to the site is located 230 m from the site along Half Moon Lane and is served by the 62, 231 and BMH1 bus routes to Dunstable and Luton Town Centre. | The site is 1.5 km from the closest bus stop along Leighton Buzzard Road. The bus stop is served by the X31, 31 and 30 bus routes which run to Boxmoor, Hemel Hempstead, Luton and Berkhamstead. |

| EXISTING EMPLOYMENT SITES  |  | E56  | E57 |
|--|--|--|-----|
| <b>External environment</b>  |  |  |     |
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is surrounded by residential uses and agricultural land and is generally not compatible with surrounding uses. The units within the site are set back from Half Moon Lane and are generally not visible from the street. Some amenities are available at Caddington, 4.2 km away. | The site is set within a rural area and surrounded by open land in agricultural use. Majority of the buildings on the site are not visible from Red Lion Lane and were formerly in residential use. In general, the use on the site is not compatible with surrounding uses. |     |
| 21 Score   | 4 Poor   | 4 Poor   |     |
| <b>Internal environment</b>  |  |  |     |
| 22 Describe - layout, parking, servicing, landscaping etc.   | The layout, parking and servicing appear to be sufficient for the operation of the site. There is some landscaping along the boundary of the site and a large vacant field in the middle of the site.  | The site is laid out over a series of low commercial units. Parking and servicing are adequate and the rural character of the site has been retained   |     |
| 23 Score   | 3 Reasonable   | 2 Good   |     |
| <b>Market signals</b>  |  |  |     |
| 24 Main occupiers and activities   | Fantastic Fireworks, Confetti Supermarket  | Gaddesden Park, Hasley and Partners, PR farming Ltd  |     |
| 25 Vacancy - describe / comment  | No   | No vacancies on Home farm Business Centre but there may be some vacancies on Whitehouse Farm Business Centre   |     |
| 26 Vacancy - agent details   | N/A  | Contact Estate Office on 01442 252421.   |     |
| 27 Vacant floorspace if known, sq.m  | N/A  | N/A  |     |
| 28 Vacant land (undeveloped or cleared plots), ha  | None   | None   |     |
| 29 Vacancy - score   | 1 Nil  | 1 Nil  |     |
| 30 Current rental value or asking rent if known  | N/A  | N/A  |     |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  | No   | No   |     |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A  | N/A  |     |

| EXISTING EMPLOYMENT SITES  | E56                                 | E57   |
|--|-------------------------------------|---|
| <b>Development opportunities</b>   |                                     |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | Yes                                 | None  |
| 34 Any constraints on redevelopment / intensification / extension                | Green Belt and residential location | The site is within rural location and an AONB |
| <b>Conclusion: market potential</b>  |                                     |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes                               | 1 Yes   |
| 36 Reasons / comments  | Appears to be well occupied         | Suitable for small businesses                 |
| <b>Market potential for comprehensive redevelopment?</b>                         |                                     |   |
| 37 For another employment use?   | Offices                             | No  |
| 38 For alternative or mixed use?   | Yes - residential                   | Yes   |
| <b>Recommendation</b>  |                                     |   |
| 39 Should the site be safeguarded for its existing employment use?               | Yes                                 | Yes   |
| 40 Reasons / comments / alternative uses   |                                     |   |
| 41 Any further advice  |                                     |   |

| EXISTING EMPLOYMENT SITES |  | E58   | E59  |
|---------------------------|--|---|--|
| <b>Question number</b>    |  |   |  |
| 1                         | Assessor   | Jonathan Ngige  | Jonathan Ngige   |
| 2                         | Date   | 18 July 2016  | 18 July 2016   |
| <b>Basic facts</b>        |  |   |  |
| 3                         | Site ID / map reference                                  | E58   | E59  |
| 4                         | Site name  | Rear of 37 High Street  | Chipperfield Business Centre   |
|                           |  |    |    |
| 5                         | Site address   | Rear of 37 High Street, Kings Langley   | Chipperfield Business Centre, Tower Hill, Chipperfield, WD4 9LH  |
| 6                         | Brief description (including ownership details if known) | The site comprises of residential dwellings in a town centre location   | The site comprises of industrial and commercial units and is adjacent to the Wyevale Garden Centre   |
| 7                         | Site area, ha  | 0.24  | 0.21   |
| 8                         | Number of units (approx.)                                | 1   | 10   |
| 9                         | Type of employment area                                  | Town Centre   | Mixed B Uses (Office & Industrial)   |
| <b>Planning</b>           |  |   |  |
| 10                        | Any planning policy designations                         | Core Strategy Policy CS1 - Distribution of development<br>Core Strategy Policy CS4 - Towns and Large Villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>The site is within the Kings Langley Conservation area. | Core Strategy Policy CS1 - Distribution of development<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS5 - Green Belt |
| 11                        | Any relevant planning history - Give details.            | No  | No   |
| 12                        | Is the site in the floodplain?                           | No  | No   |

| EXISTING EMPLOYMENT SITES  | E58   | E59  |
|--|---|--|
| 13 Any adverse impacts of existing use on neighbours or the environment? | No  | No   |
| 14 Score   | 1 Nil   | 1 Nil  |
| <b>Strategic accessibility</b>   |   |  |
| 15 Describe - Ease of access/proximity to the roads                      | The site is 1.4km from junction 20 of the M25.  | The site is 8.4km from junction 19 of the M25.   |
| 16 Score   | 3 Reasonable  | 4 Poor   |
| <b>Local access</b>  |   |  |
| 17 Suitability of access - Describe quality and facilities               | The high street is a fairly busy main road with on street parking provided.   | Tower Hill is a suitable local access road.  |
| 18 Score   | 3 Reasonable  | 3 Reasonable   |
| <b>Public transport access</b>   |   |  |
| 19 Describe - e.g. station, bus stops                                    | A number of bus stops are located along the High Street and are served by the 318, 319, 500 and 501 bus routes to Watford, Aylesbury and Hemel Hempstead. | The closest bus stop is approximately 150m from the site along Tower Hill and is served by the 51 and 352 buses to Watford and Hemel Hempstead |

| EXISTING EMPLOYMENT SITES  |   | E58   | E59 |
|--|---|---|-----|
| <b>External environment</b>  |   |   |     |
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The residential buildings on the site are set back from the High Street and is generally compatible with the mixed town centre uses. The site is in close proximity to town centre amenities. | Chipperfield Business Park is set back from Tower Hill and is not visible from the road. It is generally compatible with surrounding uses which include a large garden centre. Some Amenities are available in Chipperfield village 1.7km away. |     |
| 21 Score   | 2 Good  | 3 Reasonable  |     |
| <b>Internal environment</b>  |   |   |     |
| 22 Describe - layout, parking, servicing, landscaping etc.   | Off-street parking and servicing is provided at the rear of the site.   | The site has an irregular shape which makes the layout of the site constrained. Some parking is provided. Landscaping of the site is limited to the boundary treatment.   |     |
| 23 Score   | 3 Reasonable  | 4 Poor  |     |
| <b>Market signals</b>  |   |   |     |
| 24 Main occupiers and activities   | Langley Upholstery  | Spectrum Electrical Solutions   |     |
| 25 Vacancy - describe / comment  | No  | No  |     |
| 26 Vacancy - agent details   | N/A   | N/A   |     |
| 27 Vacant floorspace if known, sq.m  | N/A   | N/A   |     |
| 28 Vacant land (undeveloped or cleared plots), ha  | None  | None  |     |
| 29 Vacancy - score   | 1 Nil   | 1 Nil   |     |
| 30 Current rental value or asking rent if known  | N/A   | N/A   |     |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  | No  | No  |     |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A   | N/A   |     |

| EXISTING EMPLOYMENT SITES  | E58   | E59  |
|--|---|--|
| <b>Development opportunities</b>   |   |  |
| 33 Opportunities for redevelopment / intensification / extension for current use | No  | There may be some opportunity to redevelop the site              |
| 34 Any constraints on redevelopment / intensification / extension                | Surrounding residential uses  | The site's Green Belt location and proximity to residential uses |
| <b>Conclusion: market potential</b>  |   |  |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes   | 1 Yes  |
| 36 Reasons / comments  |   |  |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |  |
| 37 For another employment use?   | Yes - offices   | No   |
| 38 For alternative or mixed use?   | Yes - residential   | Residential  |
| <b>Recommendation</b>  |   |  |
| 39 Should the site be safeguarded for its existing employment use?               | Maybe / depends   | Maybe / depends  |
| 40 Reasons / comments / alternative uses   | The site is in mixed commercial and residential use and may be easily converted to full residential use | The site is of relatively low quality.                           |
| 41 Any further advice  |   |  |

| EXISTING EMPLOYMENT SITES |  | E60  | E61  |
|---------------------------|--|--|--|
| <b>Question number</b>    |  |  |  |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige   |
| 2                         | Date   | 18 July 2016   | 18 July 2016   |
| <b>Basic facts</b>        |  |  |  |
| 3                         | Site ID / map reference                                  | E60  | E61  |
| 4                         | Site name  | AOC Engineering, London Road   | Land near Rosa Marie Farm  |
|                           |  |   |    |
| 5                         | Site address   | London Road, Hemel Hempstead, HP3 9ST  | Distribution Compound, near Rosa Marie Farm, Little Heath Lane, Berkhamstead, HP4 2RT  |
| 6                         | Brief description (including ownership details if known) | The site comprises of a small two storey office building.  | The site comprises of a number of storage and distribution units.  |
| 7                         | Site area, ha  | 0.09   | 0.15   |
| 8                         | Number of units (approx.)                                | 1  | 9  |
| 9                         | Type of employment area                                  | Office   | General Industrial   |
| <b>Planning</b>           |  |  |  |
| 10                        | Any planning policy designations                         | Core Strategy Policy CS1 - Distribution of development<br>Core Strategy Policy CS4 - The towns and large villages<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution | Core Strategy Policy CS1 - Distribution of development<br>Core Strategy Policy CS15 - Offices, Research, Industry, Storage and Distribution<br>Core Strategy Policy CS5 - Green Belt |
| 11                        | Any relevant planning history - Give details.            | No   | No   |
| 12                        | Is the site in the floodplain?                           | No   | No   |

| EXISTING EMPLOYMENT SITES  | E60  | E61  |
|--|--|--|
| 13 Any adverse impacts of existing use on neighbours or the environment? | No   | Some traffic impact from large vehicles and HGVs   |
| 14 Score   | 1 Nil  | 2 Low  |
| <b>Strategic accessibility</b>   |  |  |
| 15 Describe - Ease of access/proximity to the roads                      | The site is 1.6 km from the A41  | The site is 3km from the A41   |
| 16 Score   | 3 Reasonable   | 4 Poor   |
| <b>Local access</b>  |  |  |
| 17 Suitability of access - Describe quality and facilities               | London Road is locally important road and is suitable for the site.  | Little Heath Lane is a narrow country road and unsuitable for HGV traffic  |
| 18 Score   | 1 Excellent  | 5 Very Poor  |
| <b>Public transport access</b>   |  |  |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop is about to the site is about 50m away on London Road and is served by the 500,501 and H19 bus routes which run to Watford and Aylesbury. And is adjacent to Apsley Station | The closest bus stop is about to the site is about 1.4km away on Hempstead Road and is served by the 532 bus running from Northchurch to Hemel Hempstead |

| EXISTING EMPLOYMENT SITES  |   | E60 | E61   |
|--|---|-----|---|
| <b>External environment</b>  |   |     |   |
| 20 Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is located on a small street that runs parallel to London Road. It is compatible with the surrounding residential and commercial uses.   |     | The site is screened off by boundary planting. The storage and distribution use on the site is generally not compatible with the surrounding agricultural and residential uses. |
| 21 Score   | 2 Good  |     | 4 Poor  |
| <b>Internal environment</b>  |   |     |   |
| 22 Describe - layout, parking, servicing, landscaping etc.   | There is some parking on the site's forecourt as well as a courtyard to the rear of the site. There is also some dedicated parking areas along the street. Overall parking and servicing of the site appeared to be suitable. |     | Parking and servicing in the site is generally poor. There is also limited room for HGVs to manoeuvre.  |
| 23 Score   | 3 Reasonable  |     | 4 Poor  |
| <b>Market signals</b>  |   |     |   |
| 24 Main occupiers and activities   | AGC Engineering Company   |     |   |
| 25 Vacancy - describe / comment  | No  |     | Yes   |
| 26 Vacancy - agent details   | N/A   |     | Tel: 07768 878344   |
| 27 Vacant floorspace if known, sq.m  | N/A   |     | Unknown   |
| 28 Vacant land (undeveloped or cleared plots), ha  | None  |     | The northern end of the site appears to be vacant.  |
| 29 Vacancy - score   | 1 Nil   |     | 2 Low   |
| 30 Current rental value or asking rent if known  | N/A   |     | N/A   |
| 31 Any recent investment on the site (development / refurb)? If Yes, describe  | No  |     | No  |
| 32 Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A   |     | N/A   |

| EXISTING EMPLOYMENT SITES  | E60   | E61  |
|--|---|--|
| <b>Development opportunities</b>   |   |  |
| 33 Opportunities for redevelopment / intensification / extension for current use | The site could be redeveloped   |  |
| 34 Any constraints on redevelopment / intensification / extension                | Proximity to residential dwellings may limit the extent of development. | The site is within the Green Belt and in proximity to residential dwellings. |
| <b>Conclusion: market potential</b>  |   |  |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes   | 1 Yes  |
| 36 Reasons / comments  |   | It meets a local need for storage floorspace                                 |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |  |
| 37 For another employment use?   | No  | Office units   |
| 38 For alternative or mixed use?   | Residential   | Residential  |
| <b>Recommendation</b>  |   |  |
| 39 Should the site be safeguarded for its existing employment use?               | Maybe / depends   | Maybe / depends  |
| 40 Reasons / comments / alternative uses   |   |  |
| 41 Any further advice  |   |  |

| EXISTING EMPLOYMENT SITES |  | E11  | E62  |
|---------------------------|--|--|--|
| <b>Question number</b>    |  |  |  |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige   |
| 2                         | Date   | 22 April 2016  | 13/07/2016   |
| <b>Basic facts</b>        |  |  |  |
| 3                         | Site ID / map reference                                  | E11  | E62  |
| 4                         | Site name  | Lewins Farmhouse   | Land adjacent to New Ground Farm   |
|                           |  |   |    |
| 5                         | Site address   | Lewins Farmhouse, Chesham, Wigginton, HP23 6HH   | Newground Road, Aldbury, Tring   |
| 6                         | Brief description (including ownership details if known) | The site consists of an old farm house currently in use as a cabinet makers workshop and showroom.                                   | The site mainly comprises of former agricultural buildings which have been converted to employment use, but not occupied for such use.   |
| 7                         | Site area, ha  | 2.75   | 0.46   |
| 8                         | Number of units (approx.)                                | 1  | 14   |
| 9                         | Type of employment area                                  | General Industrial   | Mixed B Uses (Office & Industrial)   |
| <b>Planning</b>           |  |  |  |
| 10                        | Any planning policy designations                         | <b>Core Strategy:</b> the site is in the Green Belt (Policy CS5) and the Chilterns Area of Outstanding Natural Beauty (Policy CS24). | <b>Local Plan:</b> Policy 34 applies (other land with established employment generating uses). Also, Policy 97 - Chilterns Area of Outstanding Natural Beauty.<br><b>Core Strategy:</b> the site is in the Green Belt (Policy CS5) and the Chilterns Area of Outstanding Natural Beauty (Policy CS24). |
| 11                        | Any relevant planning history - Give details.            | No   | Yes, there is an outstanding permission for the change of use of the agricultural buildings to B1 units (LPA ref 4/00110/10/VOT) and the Council has accepted that this has been implemented.  |
| 12                        | Is the site in the floodplain?                           | No   | No   |

| EXISTING EMPLOYMENT SITES  | E11  | E62   |
|--|--|---|
| 13 Any adverse impacts of existing use on neighbours or the environment? | No   | No  |
| 14 Score   | 1 Nil  | 1 Nil   |
| <b>Strategic accessibility</b>   |  |   |
| 15 Describe - Ease of access/proximity to the roads                      | The site is about 1.4 km from the A41.   | The site is on the A4251 approximately 1.7 km from the A41.   |
| 16 Score   | 3 Reasonable   | 2 Good  |
| <b>Local access</b>  |  |   |
| 17 Suitability of access - Describe quality and facilities               | Chesham Road is a predominantly residential road but appears to adequately serve the site.   | The site is next to the A4251 so local access is good.  |
| 18 Score   | 3 Reasonable   | 2 Good  |
| <b>Public transport access</b>   |  |   |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop is 100 m from the site on Chesham road and is served by the 194, 20 and 387 bus routes which run to Tring, New Mill and Beech Park. | The closest bus stop is located on Tring Road along the site's southern boundary and is served by the 500 and 501 bus routes to Aylesbury, Hemel Hempstead and Watford. |

| EXISTING EMPLOYMENT SITES   |   | E11  | E62  |
|-----------------------------|---|--|--|
| <b>External environment</b> |   |  |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is compatible with surrounding residential uses with minimal visual impact on the character of the area and the wider AONB. | The former agricultural units are arranged with minimal set back along Newground Road. The site appears to have been developed in a piecemeal fashion. The site is generally compatible with surrounding uses. |
| 21                          | Score   | 2 Good   | 3 Reasonable   |
| <b>Internal environment</b> |   |  |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | Parking on the site is limited. The entrance to the site from Chesham Road is also narrow.   | The layout, parking and servicing are adequate for the site's requirements.  |
| 23                          | Score   | 3 Reasonable   | 3 Reasonable   |
| <b>Market signals</b>       |   |  |  |
| 24                          | Main occupiers and activities   | AW Burch Kitchens  | The site is currently vacant.  |
| 25                          | Vacancy - describe / comment  | None   | The site appears to be completely vacant   |
| 26                          | Vacancy - agent details   | N/A  |  |
| 27                          | Vacant floorspace if known, sq.m  | N/A  | 1,667  |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | The site is surrounded by vacant land to the north, east and south.  | The site adjoins open land that appears to be in agricultural use to the east of the site.   |
| 29                          | Vacancy - score   | 1 Nil  | 5 100%   |
| 30                          | Current rental value or asking rent if known  | N/A  | N/A  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No   | No   |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A  | N/A  |

| EXISTING EMPLOYMENT SITES  | E11   | E62   |
|--|---|---|
| <b>Development opportunities</b>   |   |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | No opportunity for development due to the nature of the site. | There are no opportunities to intensify or extend the site due to its setting.            |
| 34 Any constraints on redevelopment / intensification / extension                | Green Belt and AONB designations                              | Green Belt and AONB designations  |
| <b>Conclusion: market potential</b>  |   |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes   | 3 Hard to tell  |
| 36 Reasons / comments  |   |   |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |   |
| 37 For another employment use?   | No  | No  |
| 38 For alternative or mixed use?   | Yes   | Yes   |
| <b>Recommendation</b>  |   |   |
| 39 Should the site be safeguarded for its existing employment use?               | Maybe / depends   | Yes   |
| 40 Reasons / comments / alternative uses   |   | Permission to redevelop the site for employment use is believed to have been implemented. |
| 41 Any further advice  |   |   |

| EXISTING EMPLOYMENT SITES |  | M1   | M2  |
|---------------------------|--|--|---|
| <b>Question number</b>    |  |  |   |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige  |
| 2                         | Date   | 06 May 2016  | 06 May 2016   |
| <b>Basic facts</b>        |  |  |   |
| 3                         | Site ID / map reference                                  | M1   | M2  |
| 4                         | Site name  | Service Centre West  | Service Centre North  |
|                           |  |   |   |
| 5                         | Site address   | Swallowdale Lane, Three Cherry Trees Lane, Maylands  | Three Cherry Trees Lane   |
| 6                         | Brief description (including ownership details if known) | The site includes a number of large, strategic distribution centres including Horizon Point.   | This is a greenfield site, which is currently in agricultural use. It forms part of Phase 2 of the Spencer's Park development site. The site is owned by the Homes and Communities Agency (HCA). and the Crown Estate who have been working on a mixed use development on the site.   |
| 7                         | Site area, ha  | 13.99  | 4.30  |
| 8                         | Number of units (approx.)                                | 8  | 0   |
| 9                         | Type of employment area                                  | Strategic Distribution Park  | Mixed B Uses (Office & Industrial)  |
| <b>Planning</b>           |  |  |   |
| 10                        | Any planning policy designations                         | <b>Local Plan</b> - saved Policy 31: the site forms part of the Maylands General Employment Area (GEA). Proposed employment uses: business, industry, storage and distribution. <b>Core Strategy</b> - Policy CS34 provides overall guidance on the Maylands Business Park. Figures 18 and 22 refer to the site as being in the Service Centre, where a mix of industrial and commercial uses should be provided and more flexible business uses. <b>Site Allocations</b> - this Plan does not cover Maylands Business Park. | <b>Core Strategy</b> - Figures 18 and 22 refer to the site as being in the Service Centre, where a mix of industrial and commercial uses should be provided and more flexible business uses. <b>Site Allocations</b> - this Plan does not cover Spencer's Park.   |
| 11                        | Any relevant planning history - Give details.            | No   | Policy 13b of St Alban's Pre-submission Strategic Local Plan identifies the site for a mix B uses alongside housing and community facilities. The Crown Estate and the HCA's current proposal seeks to deliver 600 homes, a new primary school and 7,200 sq.m of commercial floorspace on the East Hemel site including the area covered by the M2 site boundary. |
| 12                        | Is the site in the floodplain?                           | No   | No  |

| EXISTING EMPLOYMENT SITES  | M1   | M2  |
|--|--|---|
| 13 Any adverse impacts of existing use on neighbours or the environment? | No   | Yes, the site is currently agricultural land.   |
| 14 Score   | 1 Nil  | 2 Low   |
| <b>Strategic accessibility</b>   |  |   |
| 15 Describe - Ease of access/proximity to the roads                      | The site is about 3.4 km from junction 8 of the M1   | The site is about 2.2km from junction 8 of the M1   |
| 16 Score   | 3 Reasonable   | 2 Good  |
| <b>Local access</b>  |  |   |
| 17 Suitability of access - Describe quality and facilities               | Local access along Swallowdale Road is good and is suitable for HGVs   | Three Chery Trees Lane appears to be suitable for HGV traffic though the parking of HGVs around Maylands is a concern.  |
| 18 Score   | 3 Reasonable   | 3 Reasonable  |
| <b>Public transport access</b>   |  |   |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop to the site is ;located on Swallowdale Road and is served by the ML1 bus route which runs to Hemel Hempstead town centre and railway station. | The closest bus stop to the site is about 400m away in Boundary Way and is served by ML1 - the Maylands shuttle bus that runs to Hemel Hempstead town centre and railway station. |

| EXISTING EMPLOYMENT SITES   |   | M1  | M2  |
|-----------------------------|---|---|---|
| <b>External environment</b> |   |   |   |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | Horizon Point (in the western part of site M1) though set back from the street is visible from the surrounding area. The site is compatible with surrounding uses which are similar. Local amenities will be available shortly at the new Heart of Maylands local centre which is 1.0 km from the site. | The area is surrounded by mixed industrial and agricultural/ open land uses and is close to the Three Cherry Trees traveller site.  |
| 21                          | Score   | 2 Good  | 3 Reasonable  |
| <b>Internal environment</b> |   |   |   |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | Horizon Point consists of modern, high quality warehouses. The site has dedicated staff and visitor parking accessed from Eastman Way. HGVs also access the site through a separate entrance on Eastman Way.  | Site is in agricultural use   |
| 23                          | Score   | 1 Excellent   | 3 Reasonable  |
| <b>Market signals</b>       |   |   |   |
| 24                          | Main occupiers and activities   | ITAB, Amazon  | N/A   |
| 25                          | Vacancy - describe / comment  | No  | N/A   |
| 26                          | Vacancy - agent details   | N/A   | N/A   |
| 27                          | Vacant floorspace if known, sq.m  | N/A   | N/A   |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  | The site is currently in agricultural use.  |
| 29                          | Vacancy - score   | 1 Nil   | 1 Nil   |
| 30                          | Current rental value or asking rent if known  | N/A   | N/A   |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | N/A   | N/A   |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A   | An outline planning application (LPA ref 4/02539/16/MOA) has been submitted by the HCA and the Crown Estate for Spencer's Park Phase 2. The application is mainly for housing development, but it proposes up to 7,500 sq m of employment uses (B1, B2, B8) on the M2 site.<br>Due to proximity to the Buncefield Oil Terminal (see row 35 below), the illustrative mix in the planning application shows 8 units varying in size from 600 to 1,500 sq m. |

| EXISTING EMPLOYMENT SITES  | M1   | M2  |
|--|--|---|
| <b>Development opportunities</b>   |  |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | There are no opportunities for extension or intensification as the site is already built up. It is doubtful that redevelopment of the site would yield a more efficient site layout. | The site forms part of the second phase of Spencer Park which includes employment uses.   |
| 34 Any constraints on redevelopment / intensification / extension                | There is no available land for expansion. Intensification and redevelopment of the site would not yield any benefits.  | Proximity to the Green Belt and Buncefield Oil Terminal. The Health and Safety Executive's restrictions (due to proximity to Buncefield) mean that each employment building may employ up to 100 people only. |
| <b>Conclusion: market potential</b>  |  |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes  | 3 Hard to tell  |
| 36 Reasons / comments  | The site includes regionally important storage and distribution facilities.  | The site is generally in agricultural use but the land is not expected to remain in this use as it is proposed for development.   |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |   |
| 37 For another employment use?   | No   | Yes, storage and distribution   |
| 38 For alternative or mixed use?   | No   | Yes   |
| <b>Recommendation</b>  |  |   |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  | Yes   |
| 40 Reasons / comments / alternative uses   |  | There is some uncertainty on the deliverability of the employment uses proposed on the site.  |
| 41 Any further advice  |  |   |

| EXISTING EMPLOYMENT SITES |  | M3  | M4   |
|---------------------------|--|---|--|
| <b>Question number</b>    |  |   |  |
| 1                         | Assessor   | Jonathan Ngige  | Jonathan Ngige   |
| 2                         | Date   | 06 May 2016   | 29 April 2016  |
| <b>Basic facts</b>        |  |   |  |
| 3                         | Site ID / map reference                                  | M3  | M4   |
| 4                         | Site name  | Service Centre East   | Service Centre South   |
|                           |  |  |    |
| 5                         | Site address   | Green Lane  | Boundary Way, Maylands   |
| 6                         | Brief description (including ownership details if known) | The site comprises of large, strategic warehouses and is part of St. Albans       | The site consists of strategic storage and distribution facilities, business parks and a medical centre. The northern portion of the site also includes a number of open storage areas.  |
| 7                         | Site area, ha  | 9.20  | 38.10  |
| 8                         | Number of units (approx.)                                | 2   | 10   |
| 9                         | Type of employment area                                  | Strategic Distribution Park   | Mixed B Uses (Office & Industrial)   |
| <b>Planning</b>           |  |   |  |
| 10                        | Any planning policy designations                         | This site is in St Albans District  | <b>Local Plan</b> - saved Policy 31: the site forms part of the Maylands General Employment Area (GEA). Proposed employment uses: business, industry, storage and distribution. <b>Core Strategy</b> - Policy CS34 provides overall guidance on the Maylands Business Park. Figures 18 and 22 refer to the site as being in the Service Centre, where a mix of industrial and commercial uses should be provided and more flexible business uses. <b>Site Allocations</b> - this Plan does not cover Maylands Business Park. |
| 11                        | Any relevant planning history - Give details.            | No  | LPA ref: 4/02047/14/MFA - Construction of a two-storey private healthcare clinic. LPA ref: 4/00031/13 - Permission granted for the development of industrial buildings (B1, B2 and B8) at land formerly occupied by Catherine House. We believe part of the application (for open storage and an industrial/ storage unit) has been implemented as part of a historic permission (LPA ref: 4/2555/08) with the second industrial/ storage unit pending.  |
| 12                        | Is the site in the floodplain?                           | No  | No   |

| EXISTING EMPLOYMENT SITES  | M3  | M4   |
|--|---|--|
| 13 Any adverse impacts of existing use on neighbours or the environment? | No  | There may be some traffic impact from the movement of HGVs   |
| 14 Score   | 1 Nil   | 2 Low  |
| <b>Strategic accessibility</b>   |   |  |
| 15 Describe - Ease of access/proximity to the roads                      | The site is about 1km from junction 8 of the M1   | The site is about 1.4 km from Junction 8 of the M1   |
| 16 Score   | 2 Good  | 2 Good   |
| <b>Local access</b>  |   |  |
| 17 Suitability of access - Describe quality and facilities               | Local access along Green Lane is adequate and is suitable for HGVs though parking on the roadway is common.   | Boundary Way is a good quality local access road though a number of HGVs were parked along the road.   |
| 18 Score   | 3 Reasonable  | 2 Good   |
| <b>Public transport access</b>   |   |  |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop to the site is about 1.3 km away in Boundary Way and is served by ML1 - the Maylands shuttle bus that runs to Hemel Hempstead town centre and railway station. | The closest bus stop to the site is within the M4 site on Boundary Way and is served by ML1 - the Maylands shuttle bus that runs to Hemel Hempstead town centre and railway station. |

| EXISTING EMPLOYMENT SITES   |   | M3  | M4   |
|-----------------------------|---|---|--|
| <b>External environment</b> |   |   |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The units within the site set back from the street and are obscured by mature trees and screening. The site is compatible with surrounding uses which are similar though it borders open agricultural land to the North. Local amenities are available at the Maylands Avenue which is 1km from the site. | The site is compatible with surrounding uses. The high quality industrial units are large and set back from Boundary Way. Prominence is generally good.  |
| 21                          | Score   | 3 Reasonable  | 2 Good   |
| <b>Internal environment</b> |   |   |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | Horizon Point is a modern, high quality warehouse. HGV access is somewhat constrained due to the nature of the site entrance.   | The site generally enjoys high quality parking provision and servicing and access roads with the warehouse units enjoying dedicated service entrances. Landscaping around the site is minimal, and is mostly located at the site boundary. A number of HGVs were parked along Boundary Way which may suggest poor management of delivery vehicles. |
| 23                          | Score   | 3 Reasonable  | 2 Good   |
| <b>Market signals</b>       |   |   |  |
| 24                          | Main occupiers and activities   | DHL, Wickes   | Amazon, Martin Brower, Gist, Thermo Fisher Scientific, DBD Distribution Limited, Alcon, BP, NHS, Kodak, Ericsson, Loric, One Stop Doctors, Protech Recruitment, Schroff  |
| 25                          | Vacancy - describe / comment  | No  | Imex House, Unit 7 - Grovelands  |
| 26                          | Vacancy - agent details   | N/A   | Brasier Freeth, Hampton Smith Lambert  |
| 27                          | Vacant floorspace if known, sq.m  | N/A   | Imex House - 4831, Unit 7, Grovelands - 202, Hemel One - 1,338   |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  | Former Catherine House, Boundary Way. The site is currently used as a storage yard. Unsure if LPA ref: 4/00031/13 has been implemented.  |
| 29                          | Vacancy - score   | 1 Nil   | 3 Middling   |
| 30                          | Current rental value or asking rent if known  | N/A   | Imex House - £1,558.73 per sq/ft, Grovelands - £32,500 pa  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | N/A   | Grovelands has recently been refurbished.  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | N/A   | Note that the site has been bought by the Murphy Group and is currently being used for open storage. There is extant permission LPA ref: 4/00031/13 for the redevelopment of the site.   |

| EXISTING EMPLOYMENT SITES  | M3  | M4    |
|--|---|-------|
| <b>Development opportunities</b>   |   |       |
| 33 Opportunities for redevelopment / intensification / extension for current use | There are no opportunities for extension or intensification as the site is already built it. It is doubtful that redevelopment of the site would yield a more efficient site layout.  | 0     |
| 34 Any constraints on redevelopment / intensification / extension                | There is no available land for expansion due to its green belt location. Intensification and redevelopment of the site would not yield any benefits. Proximity to Buncefield Oil Depot also restricts the number of jobs on-site. | None  |
| <b>Conclusion: market potential</b>  |   |       |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes   | 1 Yes |
| 36 Reasons / comments  | The site includes important storage and distribution facilities.  |       |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |       |
| 37 For another employment use?   | No  | No    |
| 38 For alternative or mixed use?   | No  | No    |
| <b>Recommendation</b>  |   |       |
| 39 Should the site be safeguarded for its existing employment use?               | Yes   | Yes   |
| 40 Reasons / comments / alternative uses   | The site is well located and the buildings on site will   |       |
| 41 Any further advice  |   |       |

| EXISTING EMPLOYMENT SITES |  | M5  | M6  |
|---------------------------|--|---|---|
| <b>Question number</b>    |  |   |   |
| 1                         | Assessor   | Jonathan Ngige  | Jonathan Ngige  |
| 2                         | Date   | 29 April 2016   | 03 June 2016  |
| <b>Basic facts</b>        |  |   |   |
| 3                         | Site ID / map reference                                  | M5  | M6  |
| 4                         | Site name  | Engine Room North West  | Buncefield Oil Depot  |
|                           |  |     |   |
| 5                         | Site address   | Redbourn Road   | Buncefield Oil Depot, Green Lane, Maylands  |
| 6                         | Brief description (including ownership details if known) | The site consists of a cluster of high quality big and medium sized industrial buildings and commercial buildings. The site also includes the Council's Cupid Green Depot, a household waste site, an Aldi Supermarket, the Maylands Business Centre (owned by the Council), a homeless hostel and motor trade uses.  | The site comprises of large oil storage facilities and storage and distribution units.  |
| 7                         | Site area, ha  | 11.93   | 18.46   |
| 8                         | Number of units (approx.)                                | 14  | 4   |
| 9                         | Type of employment area                                  | General Industrial  | General Industrial  |
| <b>Planning</b>           |  |   |   |
| 10                        | Any planning policy designations                         | <p><b>Local Plan</b> - saved Policy 31:the site forms part of the Swallowdale General Employment Area (GEA). Proposed employment uses: industry, storage and distribution.</p> <p><b>Core Strategy</b> - Policy CS34 provides overall guidance on the Maylands Business Park. Figures 18 and 22 refer to the site as an area of residential opportunity. <b>Site Allocations</b> - does not cover Maylands Business Park.</p> | <p><b>Local Plan</b> - saved Policy 31: the site forms most of the Buncefield General Employment Area (GEA). Proposed employment uses: storage and distribution, oil terminal.</p> <p><b>Core Strategy</b> - Policy CS34 provides overall guidance on the Maylands Business Park. Figure 22 shows the site as Buncefield Oil Terminal. <b>Site Allocations</b> - does not cover Maylands Business Park.</p> |
| 11                        | Any relevant planning history - Give details.            | LPA ref: 4/01720/15/FUL - small scale standby electricity plant at Axis Point, Eastman Way.   | No  |
| 12                        | Is the site in the floodplain?                           | No  | No  |

| EXISTING EMPLOYMENT SITES  | M5  | M6  |
|--|---|---|
| 13 Any adverse impacts of existing use on neighbours or the environment? | Limited traffic impact along Pennine Way  | Yes - Potential contamination from hazardous substances, air pollution from oil refinery. There's also a possible risk of industrial fire.  |
| 14 Score   | 1 Nil   | 4 High  |
| <b>Strategic accessibility</b>   |   |   |
| 15 Describe - Ease of access/proximity to the roads                      | The site is about 3.2 km from junction 8 of the M1.   | The site is about 1.2 km from Junction 8 of the M4  |
| 16 Score   | 3 Reasonable  | 1 Excellent   |
| <b>Local access</b>  |   |   |
| 17 Suitability of access - Describe quality and facilities               | Local access along Pennine Way, Eastman Way is suitable for the site.   | Green Lane is appears to adequately serve the site however several HGVs were parked along the road which had an impact on road safety. There are no footpaths or pavements provided along the road. |
| 18 Score   | 2 Good  | 3 Reasonable  |
| <b>Public transport access</b>   |   |   |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop to the site is 550m from the site and is served by the 4 and 46 bus stops that run to Boxmoor and Hemel Hempstead. | The closest bus stop to the site is about 950 m away along Breakspear Road and is served by the 748, 757 and 758 bus routes.  |

| EXISTING EMPLOYMENT SITES   |   | M5  | M6  |
|-----------------------------|---|---|---|
| <b>External environment</b> |   |   |   |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The Iron Mountain warehouse is highly visible from Pennine Way. It is compatible with surrounding uses. The site is about 1.5 km from the Heights local centre where some amenities are available.  | The oil storage tanks are a prominent feature of the site. The site is generally compatible with surrounding uses which include the refining, storage and distribution of oil. Amenities are available on Maylands avenue |
| 21                          | Score   | 3 Reasonable  | 3 Reasonable  |
| <b>Internal environment</b> |   |   |   |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | Heron Business Park consists of two buildings surrounded by parking. Parking does not appear to be adequate and some evidence of double parking was noticed. Servicing to individual units appears to be adequate. Iron Mountain and Cupid Green are well laid out with adequate parking and servicing areas. | Access to the site was restricted, however, accessibility and parking appeared to be sufficient.  |
| 23                          | Score   | 3 Reasonable  | 2 Good  |
| <b>Market signals</b>       |   |   |   |
| 24                          | Main occupiers and activities   | Pacair, KCS Total Solutions, Subcon Drilling, Iron Mountain, Cupid Green Depot (Dacorum BC)   | Hertfordshire Oil Storage Ltd, Total, BP  |
| 25                          | Vacancy - describe / comment  | Eastman Way - 1 unit, Finway Road - Unit 4a   | None  |
| 26                          | Vacancy - agent details   | Brasier Freeth, Lambert Smith Hampton   | N/A   |
| 27                          | Vacant floorspace if known, sq.m  | Heron Business Park - 653 sq.m, Finway Road - 528 sq.m  | N/A   |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | None  | There is some vacant land to the north west of the site - the former Keystone site  |
| 29                          | Vacancy - score   | 2 Low   | 1 Nil   |
| 30                          | Current rental value or asking rent if known  | Eastman Way - £58,000 per annum,  | N/A   |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | Construction of Maylands Business Centre, Aldi supermarket and The Elms hostel.   | New storage tanks are currently under construction in the north of the site.  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | None  |   |

| EXISTING EMPLOYMENT SITES  | M5  | M6  |
|--|---|---|
| <b>Development opportunities</b>   |   |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | The Cupid Green Depot will be too small if the town expands, so may need to be relocated.   | Following the Buncefield fire, the site was partially cleared. There is opportunity for redevelopment of the site for gas storage and distribution use. |
| 34 Any constraints on redevelopment / intensification / extension                | The area surrounding the site is completely developed so there is no opportunity for expansion. Intensification and redevelopment would not offer much benefit. The western edge of the site is bounded by rugby playing fields | None  |
| <b>Conclusion: market potential</b>  |   |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes   | 1 Yes   |
| 36 Reasons / comments  | Iron Mountain serves a specific market and is likely to continue to do so   | It is an important part of the UK's oil distribution network  |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |   |
| 37 For another employment use?   | If the household waste site is redeveloped there might be scope for redevelopment of mixed employment site.   | No  |
| 38 For alternative or mixed use?   | No  | No  |
| <b>Recommendation</b>  |   |   |
| 39 Should the site be safeguarded for its existing employment use?               | Yes   | Yes   |
| 40 Reasons / comments / alternative uses   |   |   |
| 41 Any further advice  |   |   |

| EXISTING EMPLOYMENT SITES |  | M7  | M8  |
|---------------------------|--|---|---|
| <b>Question number</b>    |  |   |   |
| 1                         | Assessor   | Jonathan Ngige  | Jonathan Ngige  |
| 2                         | Date   | 03 June 2016  | 06 May 2016   |
| <b>Basic facts</b>        |  |   |   |
| 3                         | Site ID / map reference                                  | M7  | M8  |
| 4                         | Site name  | Buncefield Oil Depot  | Engine Room west  |
|                           |  |  |   |
| 5                         | Site address   | Buncefield Oil Depot, Green Lane, Maylands  | Mark Road, Maylands   |
| 6                         | Brief description (including ownership details if known) | The site comprises of new storage tanks under construction                        | This cluster is an area of mixed uses and includes, offices, trade counters and vehicle repair  |
| 7                         | Site area, ha  | 1.02  | 10.70   |
| 8                         | Number of units (approx.)                                |   |   |
| 9                         | Type of employment area                                  | General Industrial  | Mixed B Uses (Office & Industrial)  |
| <b>Planning</b>           |  |   |   |
| 10                        | Any planning policy designations                         | Site is within St Albans District   | <b>Local Plan</b> - saved Policy 31: the site forms part of the Maylands General Employment Area (GEA). Proposed employment uses: business, industry, storage and distribution. <b>Core Strategy</b> - Policy CS34 provides overall guidance on the Maylands Business Park. Figures 18 and 22 refer to the site as being in the Engine Room, where a mix of industrial and commercial uses should be provided and more flexible business uses. Areas on the periphery of Maylands have scope for bulky non B-class uses such as a car showroom and leisure uses. <b>Site Allocations</b> - this Plan does not cover Maylands Business Park. |
| 11                        | Any relevant planning history - Give details.            | No  | LPA ref 02121/15/FUL - change of use B1 to gymnasium, Mark House, 36 Mark Road  |
| 12                        | Is the site in the floodplain?                           | No  | No  |

| EXISTING EMPLOYMENT SITES      |   | M7  | M8  |
|--------------------------------|---|---|---|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | Yes - Potential contamination from hazardous substances, air pollution from oil refinery. There's also a possible risk of industrial fire.  | No  |
| 14                             | Score   | 4 High  | 1 Nil   |
| <b>Strategic accessibility</b> |   |   |   |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is about 1.2 km from Junction 8 of the M4  | The site is about 1.8 km from Junction 8 of the M1  |
| 16                             | Score   | 1 Excellent   | 2 Good  |
| <b>Local access</b>            |   |   |   |
| 17                             | Suitability of access - Describe quality and facilities               | Green Lane is appears to adequately serve the site however several HGVs were parked along the road which had an impact on road safety. There are no footpaths or pavements provided along the road. | Access to the cluster is largely suitable though Mark Road, with no designated parking, does appear to have a number of cars parked along its length.           |
| 18                             | Score   | 3 Reasonable  | 3 Reasonable  |
| <b>Public transport access</b> |   |   |   |
| 19                             | Describe - e.g. station, bus stops                                    | The closest bus stop to the site is about 950 m away along Breakspear Road and is served by the 748, 757 and 758 bus routes.  | A number of bus stops are located along Maylands Avenue and is served by the 301, 758, PB2 and Sapphire 320 bus routes to Rickmansworth, Boxmoor and Stevenage. |

| EXISTING EMPLOYMENT SITES   |   | M7  | M8   |
|-----------------------------|---|---|--|
| <b>External environment</b> |   |   |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The oil storage tanks are a prominent feature of the site. The site is generally compatible with surrounding uses which include the refining, storage and distribution of oil. Some amenities are available on Maylands Avenue. | In general, Mark Road has a mix of relatively small units - mainly trade counters and some car repair facilities on the eastern end of the street giving way to larger office blocks, trading parks and businesses parks in the western end of the street. Cleveland Way, Cleveland Road and Maylands Avenue are dominated by large office and storage and distribution buildings. Prominent buildings in this cluster include The Willows, Vantage Point, Saracen Industrial Estate. The uses in this area are largely compatible with one another. Some amenities are available at the corner of Wood End Lane and Maylands Avenue. The above description needs to be amended as it refers partly to land in site M12. |
| 21                          | Score   | 3 Reasonable  | 2 Good   |
| <b>Internal environment</b> |   |   |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | Access to the site was restricted, however, accessibility and parking appeared to be sufficient.  | Layout, parking and servicing vary throughout the cluster. The older units along Mark Road appeared to have inadequate parking and relatively poor servicing. A number of vehicles are parked along the length of Mark Road. The relatively newer office parks and industrial estates appeared to have adequate parking and servicing and were in some cases well landscaped.  |
| 23                          | Score   | 2 Good  | 3 Reasonable   |
| <b>Market signals</b>       |   |   |  |
| 24                          | Main occupiers and activities   | Hertfordshire Oil Storage Ltd, Total, BP  | Autorama, Halfords, Dale Power Solutions, Howdens, Opro Group, Drager, City Sprint, Lloyds, Scottish Widows  |
| 25                          | Vacancy - describe / comment  | None  | Saracen Industrial and Trade Park - Units 5 and 10, Focus 31 - Office floorspace, Innovation House - Office floorspace, Mark House - Unit 3 and 4, Quantum House - entire building   |
| 26                          | Vacancy - agent details   | N/A   | Brasier Freeth, Lambert Smith Hampton, Aitchison Rafferty  |
| 27                          | Vacant floorspace if known, sq.m  | N/A   | Saracen Industrial and Trade Park 748 sq.m, Focus 31 - 533 sq.m, Mark House - 1,166 sq.m, Quantum House - 1,843 sq.m   |
| 28                          | Vacant land (undeveloped or cleared plots), ha  |   |  |
| 29                          | Vacancy - score   | 1 Nil   | 2 Low  |
| 30                          | Current rental value or asking rent if known  | N/A   | Focus 31 - £95,145 per annum,  |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | New storage tanks are currently under construction on the site.   |  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |   |  |

| EXISTING EMPLOYMENT SITES  | M7  | M8  |
|--|---|---|
| <b>Development opportunities</b>   |   |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | Following the Buncefield fire, the site was cleared and is now being redeveloped. | The older units - especially on Mark Road could be consolidated and redeveloped into larger more efficient trade counters, industrial floorspace. |
| 34 Any constraints on redevelopment / intensification / extension                | None  | None  |
| <b>Conclusion: market potential</b>  |   |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes   | 1 Yes   |
| 36 Reasons / comments  | It is an important part of the UK's oil distribution network                      |   |
| <b>Market potential for comprehensive redevelopment?</b>                         |   |   |
| 37 For another employment use?   | No  | No  |
| 38 For alternative or mixed use?   | No  | No  |
| <b>Recommendation</b>  |   |   |
| 39 Should the site be safeguarded for its existing employment use?               | Yes   | Yes   |
| 40 Reasons / comments / alternative uses   |   |   |
| 41 Any further advice  |   |   |

| EXISTING EMPLOYMENT SITES |  | M9   | M10   |
|---------------------------|--|--|---|
| <b>Question number</b>    |  |  |   |
| 1                         | Assessor   | Jonathan Ngige   | Jonathan Ngige  |
| 2                         | Date   | 22 April 2016  | 06 May 2016   |
| <b>Basic facts</b>        |  |  |   |
| 3                         | Site ID / map reference                                  | M9   | M10   |
| 4                         | Site name  | Engine Room east   | Engine Room north   |
|                           |  |   |   |
| 5                         | Site address   | Maxted Road/ Swallowdale Lane, Maylands  | Swallowdale Road, Hemel Hempstead, HP2 7EA  |
| 6                         | Brief description (including ownership details if known) | This cluster comprises of a series of large storage and distribution facilities and business parks.  | The site is a modern industrial park which includes several trade counters. The site includes the Finway Road cluster of industrial sites a vacant 5 storey office building (Viking House) and a large logistics facility.  |
| 7                         | Site area, ha  | 26.60  | 15.88   |
| 8                         | Number of units (approx.)                                |  | 7   |
| 9                         | Type of employment area                                  | Mixed B Uses (Office & Industrial)   | Mixed B Uses (Office & Industrial)  |
| <b>Planning</b>           |  |  |   |
| 10                        | Any planning policy designations                         | <p><b>Local Plan</b> - saved Policy 31: the site forms part of the Maylands General Employment Area (GEA). Proposed employment uses: business, industry, storage and distribution. <b>Core Strategy</b> - Policy CS34 provides overall guidance on the Maylands Business Park. Figures 18 and 22 refer to the site as being in the Engine Room, where a mix of industrial and commercial uses should be provided and more flexible business uses. <b>Site Allocations</b> - this Plan does not cover Maylands Business Park.</p> | <p><b>Local Plan</b> - saved Policy 31: the site forms part of the Swallowdale General Employment Area (GEA). Proposed employment uses: business, industry, storage and distribution. <b>Core Strategy</b> - Policy CS34 provides overall guidance on the Maylands Business Park. Figures 18 and 22 refer to the site as being in the Engine Room, where a mix of industrial and commercial uses should be provided and more flexible business uses. Areas on the periphery of Maylands have scope for bulky non B-class uses such as a car showroom and leisure uses. <b>Site Allocations</b> - this Plan does not cover Maylands Business Park.</p> |
| 11                        | Any relevant planning history - Give details.            | No   | 4/00874/16/DEM - Demolition of Viking House Swallowdale Road/Viking House). Application not yet determined. 4/01332/13/OPA - Change of Use of Offices (use Class B1A) to 30 No. Residential Units (use Class C3) at Viking House.   |
| 12                        | Is the site in the floodplain?                           | Partially  | No  |

| EXISTING EMPLOYMENT SITES  | M9   | M10   |
|--|--|---|
| 13 Any adverse impacts of existing use on neighbours or the environment? | No I doubt whether row 12 above is correct - please check  | No, but noise from Atlas Copco may have an adverse impact on the Viking House site, if it is redeveloped for housing.   |
| 14 Score   | 1 Nil  | 1 Nil   |
| <b>Strategic accessibility</b>   |  |   |
| 15 Describe - Ease of access/proximity to the roads                      | The site is 2.5km from junction 8 of the M1.   | The site is about 2.7 km form Junction 8 of the M1.   |
| 16 Score   | 2 Good   | 2 Good  |
| <b>Local access</b>  |  |   |
| 17 Suitability of access - Describe quality and facilities               | Swallowdale Lane appears to be well suited to accommodating HGV traffic.   | Access along Three Cherry Tree Lane and Swallowdale Road (A4147) is a major access road with good connections to the rest of Maylands.  |
| 18 Score   | 1 Excellent  | 2 Good  |
| <b>Public transport access</b>   |  |   |
| 19 Describe - e.g. station, bus stops                                    | The closest bus stop is about 350m from the site. It is served by ML1 the Maylands shuttle bus that runs from Maylands to Hemel Hempstead and Boxmoor and the 758 London-Hemel Hempstead coach route and Sapphire 380 bus route to Hemel Hempstead | The closest bus stop to the site is located 800 m from the site along Swallowdale Lane. The bus stop is served by the 758 and Sapphire 320 bus routes running to Hemel Hempstead, Victoria and Rickmansworth. |

| EXISTING EMPLOYMENT SITES   |   | M9   | M10   |
|-----------------------------|---|--|---|
| <b>External environment</b> |   |  |   |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | The site is highly visible from Swallowdale Lane and is compatible with surrounding uses. Amenities are available on Maylands Avenue, less than a kilometre from the site.   | The uses on the site are broadly compatible with the surrounding uses. Viking House is a local landmark and is highly visible from the surrounding area. The Atlas Capco facility is also highly visible on Swallowdale Road and Eastman Way. Local amenities are available at the Heights local centre which is 400m from the west of the site.  |
| 21                          | Score   | 3 Reasonable   | 2 Good  |
| <b>Internal environment</b> |   |  |   |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | The site is well laid out with a parking provided along the buildings' frontage and a dedicated service entrance provided on the North East corner of the site. There is some landscaping along the site's frontage with Swallowdale Lane. The layout, parking and servicing of the site varies but is generally of good to high quality. Generally parking provision appears to be adequate. Landscaping is minimal and is restricted to grassy verges. | Finway Road appears to be suitable though slightly dated. Parking provision is low with several vehicles parked on the pavements around the site. Viking House has a traditional office layout. There site has ample parking and some landscaping. The Atlas Copco site is well laid out. The facility is set back from the road and is well landscaped. The site's parking and servicing is of good quality. |
| 23                          | Score   | 1 Excellent  | 3 Reasonable  |
| <b>Market signals</b>       |   |  |   |
| 24                          | Main occupiers and activities   | Daily Mail, Palmer & Have, Honeywell Aerospace, AzteQ, Auto Mobility Concepts,   | Express Vending, Palmers, Capco   |
| 25                          | Vacancy - describe / comment  | 2 Eaton Court, 1 Maxted Corner,  | Viking House is vacant and slated for redevelopment for housing purposes.   |
| 26                          | Vacancy - agent details   | Brasier Freeth   | Braiser Freeth, Aitchison Raffety   |
| 27                          | Vacant floorspace if known, sq.m  | 2 Eaton Court - 1,486 sq.m, 1 Maxted Corner -1,800 sq.m  | 1,515   |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | The former Keystone distribution site is a potential redevelopment site.   | None  |
| 29                          | Vacancy - score   | 2 Low  | 3 Middling  |
| 30                          | Current rental value or asking rent if known  | 1 Maxted Corner - £8.50 sq/ft  |   |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | No   |   |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out |  | Planning permission (LPA ref 4/02772/15/MFA) for the demolition and redevelopment of Viking House for housing has been granted. According to agent's Viking House had been on the market for a number of years and remained vacant since 2009. It was offered to the market at the low rate of £5/ sq.ft.   |

| EXISTING EMPLOYMENT SITES  | M9   | M10   |
|--|--|---|
| <b>Development opportunities</b>   |  |   |
| 33 Opportunities for redevelopment / intensification / extension for current use | There is no opportunity for further redevelopment or intensification on the site. The site has been built out to the most efficient plot ratio.  | There are no opportunities for redevelopment, intensification or expansion except for the Viking House redevelopment.                   |
| 34 Any constraints on redevelopment / intensification / extension                | The site is fully built out and surrounded by similar uses. Intensification or redevelopment of the site would not offer any benefits in operational efficiency or increased floorspace. | None  |
| <b>Conclusion: market potential</b>  |  |   |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes  | 1 Yes   |
| 36 Reasons / comments  | The cluster includes high quality storage and distribution facilities and office parks.  |   |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |   |
| 37 For another employment use?   | No   | No  |
| 38 For alternative or mixed use?   | No   | The site is in mixed use. Viking House has permission for residential uses.   |
| <b>Recommendation</b>  |  |   |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  | Yes   |
| 40 Reasons / comments / alternative uses   |  | With the exception of Viking House which has been lost to residential, the rest of the site is well functioning and should be retained. |
| 41 Any further advice  |  | Adjustment of the site boundary should be considered to exclude Viking House.   |

| EXISTING EMPLOYMENT SITES |  | M12   | M13   |
|---------------------------|--|---|---|
| <b>Question number</b>    |  |   |   |
| 1                         | Assessor   | Jonathan Ngige  | Jonathan Ngige  |
| 2                         | Date   | 06 May 2016   | 01 April 2016   |
| <b>Basic facts</b>        |  |   |   |
| 3                         | Site ID / map reference                                  | M12   | M13   |
| 4                         | Site name  | Face of Maylands  | Maylands Gateway  |
|                           |  |   |   |
| 5                         | Site address   | Maylands Avenue/ Maxted Road, Maylands  | Breakspears Way/ Maylands Avenue, Hemel Hempstead   |
| 6                         | Brief description (including ownership details if known) | The cluster includes a number of large, headquarters style office buildings and some storage and distribution.  | The Maylands Gateway site comprises of two flagship office developments - Peoplebuilding and Breakspears Park as well as a hotel and vacant land. The site is under the ownership of Arriva, the HCA, Kier Property   |
| 7                         | Site area, ha  | 43.81   | 56.11   |
| 8                         | Number of units (approx.)                                | 17  | 9   |
| 9                         | Type of employment area                                  | Mixed B Uses (Office & Industrial)  | Office  |
| <b>Planning</b>           |  |   |   |
| 10                        | Any planning policy designations                         | <b>Local Plan</b> - saved Policy 31 - the site is partly in the Maylands Avenue General Employment Area (GEA) and partly in the Maylands GEA. Proposed employment uses: business (core office location) in the Maylands Avenue GEA and business, industry, storage and distribution in the Maylands GEA. <b>Core Strategy</b> - Policy CS34 provides overall guidance on the Maylands Business Park. Figures 18 and 22 refer to the site as the Face of Maylands - this zone is expected to be a core office location, but there is scope for general industrial, storage and distribution uses in less prominent areas. <b>Site Allocations</b> - this Plan does not cover Maylands Business Park.   | Local Plan Policy 31 - designates the site as Breakspears Park General Employment Area. Proposed employment uses: business (core office location). Maylands Master Plan (September 2007) - site is within the Maylands Gateway character area. A first rate business park is proposed north of Breakspears Way, but no change is proposed at Breakspears Park. Dacorum Core Strategy - Policy CS34 (Maylands Business Park) seeks to secure HQ offices and other, complementary uses in an open land setting in Maylands Gateway. The pre-submission St Albans Strategic Local Plan proposes 1,000 homes on the Green Belt land east of Green Lane. |
| 11                        | Any relevant planning history - Give details.            | LPA ref: 4/01399/13/MFA - Development of a data storage facility and a headquarters office building on the former Campus site for Gyron. The data storage facility is under construction, but Gyron have decided not to move their office HQ to the site. LPA ref: 4/02107/15 - Extension of existing building and the provision of 220 sq.m of B1 floorspace and 2,400 sq.m of B8 floorspace at Century House. 47 Maylands Avenue: LPA ref: 4/01972/13/MFA - Construction of business unit, offices, storage and distribution unit and drive through restaurant. Only the drive through portion of this application appears to be coming forward, a second application LPA ref: 4/04095/15/MFA for the construction of a storage and distribution building (self-storage) with associated parking and landscaping was granted by the Council. LPA ref: 4/00676/14/MFA - redevelopment of the former HSBC site for mixed use residential, retail, office and church uses. LPA ref 4/03252/15/MFA - construction of a 4-7 storey development of 1 and 2 bedroom flats and ground floor commercial/office space. LPA ref: 4/02163/14/MFA - Demolition of existing building and construction of warehouse with office accommodation, amendments to car park and landscaping and associated works. LPA ref: 4/00738/10 - demolition of existing building and the development of | Breakspears ark: Extension of the vehicle parking area by 70 spaces (LPA ref. 4/03293/15/FUL) Plot 1 has detailed planning consent for an 50,800 sq m B1a floorspace (LPA ref: 4/00851/01) only ne building has been completed. A planning application (LPA ref: 4/01132/15/MOA) has been submitted for 12,503 sq.m of retail, 3,004 sq.m of office and 1,031 sq.m of office floorspace at the People Building site. The second phase of the Kier Park development seeks to   |
| 12                        | Is the site in the floodplain?                           | No  | No  |

| EXISTING EMPLOYMENT SITES      |   | M12   | M13  |
|--------------------------------|---|---|--|
| 13                             | Any adverse impacts of existing use on neighbours or the environment? | No. The Campus development (Gyron) does however back onto a waste transfer facility located on Maxted Close.  | The development may have an impact on traffic on the local roads   |
| 14                             | Score   | 1 Nil   | 2 Low  |
| <b>Strategic accessibility</b> |   |   |  |
| 15                             | Describe - Ease of access/proximity to the roads                      | The site is about 1.5 km from Junction 8 of the M1  | The site has direct access onto the A414 and is about 650 m from Junction 8 of the M1  |
| 16                             | Score   | 2 Good  | 1 Excellent  |
| <b>Local access</b>            |   |   |  |
| 17                             | Suitability of access - Describe quality and facilities               | Local access along Maylands Avenue, Wood Lane End, Spring Way and Maxted Road appear to be suitable access roads.   | Local access along Maylands Avenue is of good quality. The current Maylands Growth Corridor study may result in proposals for major changes to the road network in the Breakspear Way/Green Lane/M1 Junction 8 area.   |
| 18                             | Score   | 2 Good  | 2 Good   |
| <b>Public transport access</b> |   |   |  |
| 19                             | Describe - e.g. station, bus stops                                    | A number of bus stops are located along Maylands Avenue and is served by the 301, 758, PB2 and Sapphire 320 bus routes to Berry Lane Estate, Boxmoor and Stevenage. | The site is served by a bus stops along Breakspear Way with local services running during peak hours and infrequent coaches from London running into Hemel Hempstead. Additional bus stops are located along Maylands Avenue. It is served by the 301, 758, PB2 and Sapphire 320 bus routes to Berry Lane Estate, Boxmoor and Stevenage. |

| EXISTING EMPLOYMENT SITES   |   | M12  | M13  |
|-----------------------------|---|--|--|
| <b>External environment</b> |   |  |  |
| 20                          | Describe - prominence, compatibility of surrounding uses, access to amenities, etc.                                 | Most of the buildings have a prominent frontage on Maylands Avenue and are compatible with surrounding uses. Diamond Point - the former Dixons is a local landmark.  | Breakspears Park is relatively isolated. The land east of the site is agricultural with hotel and residential uses in close proximity to the west. Breakspears Park has some on-site amenities including a café. A small convenience shop is also available at the neighbouring BP filling station. The People Building occupies a prominent position along Maylands Avenue. It is broadly compatible with the surrounding uses. A few amenities are available at a small parade of shops and sandwich bars along Maylands Avenue. |
| 21                          | Score   | 2 Good   | 2 Good   |
| <b>Internal environment</b> |   |  |  |
| 22                          | Describe - layout, parking, servicing, landscaping etc.   | Layout, parking and servicing varies across the cluster. Diamond Point and the surrounding site includes high quality provision of parking and can be accessed from both Spring Way and Wood Lane End. Technologies House is also well serviced.   | Breakspears Park is well laid out with high quality landscaping. The site appears to have adequate parking with both underground and surface level parking provided however the most recent planning application on the site (LPA ref. 4/03293/15/FUL) points to some parking constraints. The People Building is a high quality business parkland out around a series of landscaped gardens and water features. There is a large parking garage on site.  |
| 23                          | Score   | 2 Good   | 1 Excellent  |
| <b>Market signals</b>       |   |  |  |
| 24                          | Main occupiers and activities   | NGK, Bsi, Travelodge, Parker, Hightown, Henkel, Epsom, Asos, UK Power Networks, Mullbrook Healthcare,  | Regus, Boston Scientific, World Wireless - Information & communication, Northgate Information Solutions, Xtralis, Temenos Banking Software, ASOS, Virgin Active  |
| 25                          | Vacancy - describe / comment  | The Campus is currently slated for redevelopment. Several of the existing buildings have been demolished with Diamond Point standing vacant. Unit 1 and 4 Enterprise Way are also vacant   | Yes  |
| 26                          | Vacancy - agent details   | Lambert Smith Hampton, Wright & Partners, Brasier Freeth   | Knight Frank, Bray Fox Smith, Brasier Freeth, Savills  |
| 27                          | Vacant floorspace if known, sq.m  | The Campus - 13,006 sq.m, Enterprise Way - 1,147 sq.m, Unit 4 - 286 sq.m.  | Breakspears Park - 6,967, The People Building (Building 2) - 1,578   |
| 28                          | Vacant land (undeveloped or cleared plots), ha  | There are two vacant sites along Maylands Avenue. The former Shroff Ltd. Site was granted permission for B1, B8 and A3/A5 uses. Most of the site formerly known as The Campus has been cleared and is coming forward as a data centre. There are two cleared sites within the cluster. The first called the 'Vision' site straddles Maylands Avenue and Hall Road approx. 1.19 ha and has permission for 6,806 sq.m of B1(c), B2 and B8 uses. The second is 0.46 ha and is at the corner of Maylands Avenue and Wood End Lane which is currently being redeveloped by DBC for housing  | Vacant land includes the former Lucas and Kodak sports grounds and the caravan park (13.1 ha), Breakspears Way/ Green Lane/ Boundary Way site (9.7ha)  |
| 29                          | Vacancy - score   | 3 Middling   | 3 Middling   |
| 30                          | Current rental value or asking rent if known  |  | The People Building - £22.5 sq/ft, Breakspears Park £27.50 sq/ft   |
| 31                          | Any recent investment on the site (development / refurb)? If Yes, describe  | Planning ref: 4/02163/14/MFA redevelopment of Wood House   | The main entrance and East Wing of Breakspears Park has recently been refurbished. Kier Park currently under construction on land adjacent to Travelodge.  |
| 32                          | Other market intelligence - e.g. marketing history, competing supply nearby, occupiers known to be moving in or out | The demolition of the former HSBC building at Mayfields Court and the redevelopment as a mixed use development (LPA ref 4/00676/14/MFA) as part of the Heart of Maylands strategy. According to agents Buildings 100, 500, 600 and 400 of the Campus became vacant between 2005 and 2009, while Diamond Point became vacant in 2015. According to agents, the existing buildings were dated and demand for offices has generally been weak in Hemel Hempstead since the 2000s. Diamond Point is slated for refurbishment though this is yet to commence. The removal of the office element on the 47 Maylands Avenue site indicates that the speculative office market in Maylands is yet to recover. Wood House has been demolished and is being brought forward as 79 affordable housing units by DBC. Knoll House was purchased by DCC Foods and submitted a change of use on the site from B1 to B8. The 'Visions' site is set to come forward with mixed B- | Breakspears Park was formerly the headquarters of BP. Breakspears Park is about 50% occupied with potential tenants citing limited parking as a main concern. It appears that significant office floorspace is unlikely to come forward on the Peoplebuilding site due to the low uptake in office floorspace. Both Breakspears Park and Peoplebuilding have the highest rent levels across Maylands though they may not be high enough to encourage speculative building on the remainder of the Peoplebuilding site.             |

| EXISTING EMPLOYMENT SITES  | M12  | M13  |
|--|--|--|
| <b>Development opportunities</b>   |  |  |
| 33 Opportunities for redevelopment / intensification / extension for current use | There is a phased redevelopment of the Campus site under way.  | Yes, there is opportunity for expansion on the surrounding vacant land on the site of the former Lucas buildings. Local Plan allocation E2.  |
| 34 Any constraints on redevelopment / intensification / extension                | None   | Breakspear Park fronts the A414 on the southern edge and is surrounded by open fields.   |
| <b>Conclusion: market potential</b>  |  |  |
| 35 Going forward, if the site retains its current use, will it be occupied?      | 1 Yes  | 3 Hard to tell   |
| 36 Reasons / comments  |  | While not fully occupied at the moment, the site's strategic location, increased parking provision and close proximity to the motorway and the rest of Maylands may lead to a rise in demand for office space over time. |
| <b>Market potential for comprehensive redevelopment?</b>                         |  |  |
| 37 For another employment use?   | No   | Part of the site may be suitable for research and development uses   |
| 38 For alternative or mixed use?   | No   | Yes  |
| <b>Recommendation</b>  |  |  |
| 39 Should the site be safeguarded for its existing employment use?               | Yes  | Yes  |
| 40 Reasons / comments / alternative uses   | There appears to be some residential development along Maylands avenue perhaps indicating that the area is about to become more mixed use. | Recently refurbishment means that there is prime office space available - should be retained.  |
| 41 Any further advice  |  | Demonstrates that refurbishment of office stock is viable in this instance.  |

| POTENTIAL SITES   | P1   | P2  |
|---|--|---|
| <b>Question number</b>  |  |   |
| 1 Assessor  | Jonathan Ngige   | Jonathan Ngige  |
| 2 Date  | 13/07/2016   | 13/07/2016  |
| <b>Basic facts</b>  |  |   |
| 3 Site ID / map reference   | P1   | P2  |
| 4 Site name   | Spencer's Park<br>  | Felden Farm (north east of A41 at Two Waters)<br> |
| 5 Site address  | Three Cherry Trees Lane, Hemel Hempstead   | Felden Farm, east of A41 at Two Waters, Hemel Hempstead   |
| 6 Brief description   | The site is owned by the Homes and Communities Agency (HCA).   | The site consists of agricultural land  |
| 7 Site area, ha   | 1.77   | 5.61  |
| 8 Current use   | Agricultural   | Greenfield, agricultural buildings  |
| 9 If currently vacant, previous use                                     | N/A  | N/A   |
| 10 Proposed employment land use   | Mixed B uses   | Mixed B uses  |
| <b>Planning</b>   |  |   |
| 11 Is the site formally identified for employment? If yes, give details | <b>Local Plan:</b> forms the southern part of site E4 (Three Cherry Trees Lane (East)) in the Schedule of Employment Development Sites - proposed for specialised technological activities or other activities in the national or regional interest. <b>Core Strategy:</b> Figures 18 and 22 refer to the site as being in the Service Centre, where a mix of industrial and commercial uses should be provided and more flexible business uses. <b>Submitted Site Allocations:</b> this Plan does not cover Spencer's Park. | No  |
| 12 Any relevant planning history  | An outline planning application (LPA ref 4/02539/16/MOA) has been submitted by the HCA and the Crown Estate for Spencer's Park Phase 2. The application is mainly for housing development, but it proposes up to 7,500 sq m of employment uses (B1, B2, B8) on the P1 site.<br>Due to proximity to the Buncefield Oil Terminal (see row 29 below), the illustrative mix in the planning application shows 8 units varying in size from 600 to 1,500 sq m.  | No  |
| 13 Is the site in the floodplain?                                       | No   | No  |

| POTENTIAL SITES  | P1  | P2   |
|--|---|--|
| 14 Any other policy designations   | No  | <b>Local Plan:</b> the site is adjacent to the Roughdown Common SSSI (Policy 102). <b>Core Strategy:</b> located in the Green Belt (Policy CS5). Policy CS26 (green infrastructure) is also relevant given the proximity to the SSSI. <b>Green Belt Review Stage 2 (2016):</b> recommends that the site remains in the Green Belt. |
| <b>Strategic accessibility</b>   |   |  |
| 15 Describe - Ease of access/proximity to the roads  | The site is approximately 3km from junction 8 of the M1   | The site adjoins the junction of Two Waters Road and the A41, but there is no access into the site (except for agricultural use). The A41 forms part of the site's southern boundary.  |
| 16 Score   | 2 Good  | 2 Good   |
| <b>Local access</b>  |   |  |
| 17 Suitability of access - Describe quality and facilities   | Three Cherry Trees Lane is the main local access road to the site and appears to be adequate to serve the needs of the proposed development. The current planning application proposes improvements at the Three Cherry Trees Lane/Redbourn Road/Shenley Road junction and the Three Cherry Trees Lane/Swallowdale Lane junction. | Roughdown Road is a very narrow, and in the southern section, unpaved road which is unsuitable for heavy traffic.  |
| 18 Score   | 2 Good  | 5 Very Poor  |
| <b>Public transport access</b>   |   |  |
| 19 Describe - e.g. station, bus stops  | The closest bus stop is located along the site's southern boundary on Three Cherry Trees Lane. It served by the ML1 bus route that runs to Hemel Hempstead town centre and railway station.   | The closest bus stop to the site is approximately 300m from the site along London Road. The bus stop is served by a number of bus routes including the 1, 2, 3, 4, 352, 500, 501, ML1 and Sapphire 320 bus routes to Aylesbury, Boxmoor, Hemel Hempstead, Grovehill and Cupid Green.   |
| 20 Score   | 3 Reasonable  | 2 Good   |
| <b>External environment</b>  |   |  |
| 21 Describe - prominence, compatibility of surrounding uses, access to amenities, etc  | The site is currently compatible with surrounding agricultural/ open land. The closest amenities to the site are located along Maylands Avenue.   | The site is sloping and is visible from Hemel Hempstead town centre and Boxmoor. A house and stud farm are located close to the north western corner of the site and are set back from Roughdown Road. The site is compatible with the surrounding agricultural and open land.   |
| 22 Score   | 4 Poor  | 2 Good   |
| <b>Internal environment</b>  |   |  |
| 23 Describe - layout, parking, servicing, landscaping etc  | N/A   | N/A  |
| 24 Score   | 3 Reasonable  |  |
| <b>Market signals</b>  |   |  |
| 25 Evidence of developer / occupier interest? Describe   | The Crown Estate and the HCA have shown interest in developing the site as a second phase to Spencer's Park, as shown by the current planning application.  | The landowners have responded to the Council's call for sites - they wish to develop the site, with housing being the preferred use.   |
| 26 Other market evidence<br>E.g. local competition, extent and success of similar developments in the market area, local rent levels |   |  |

| POTENTIAL SITES                              |  | P1  | P2   |
|--|--|---|--|
| <b>Conclusion: market potential</b>          |  |   |  |
| 27   | If the site is offered to the market for its proposed employment use, free of supply-side constraints, will it be successfully developed and occupied? | 2 Likely  | 3 Hard to tell   |
| 28   | Reasons / comments   | The current planning application suggests that the site is attractive to the market for small industrial units. | Given proximity to some existing employment uses, it could be attractive for employment development. It would require an improvement to the access but provided a good new junction could be introduced, it could be a viable site.                      |
| <b>Supply-side constraints</b>               |  |   |  |
| 29   | Any constraints, physical (e.g. ground conditions, infrastructure) or other (e.g. ownership, policy)   |   | Green Belt, the sloping nature of the site (which is not severe) and proximity to the SSSI site  |
| 30   | Score  | 2 Constraints likely to be resolved by market or intervention already committed                                 | 2 Constraints likely to be resolved by market or intervention already committed  |
| <b>Impact</b>                                |  |   |  |
| 31   | Any adverse impacts of the proposed employment use on neighbours or the environment  | No  | No   |
| <b>Market potential for alternative uses</b> |  |   |  |
| 32   | For another employment use?  | Yes   | No   |
| 33   | For alternative or mixed use?  | Yes, part of a mixed-use residential-led scheme.  | Yes  |
| <b>RECOMMENDATION</b>                        |  |   |  |
| 34   | Should the site be identified for potential employment use?  | Yes   | Yes  |
| 35   | Reasons / comments   |   | The site has potential to accommodate local industrial needs. It is unlikely to provide any substantive office floorspace because of its locational constraints, but it could be developed to link with existing employment uses in the Two Waters area. |
| 36   | Any further advice   |   |  |

| POTENTIAL SITES   | P3   | P4  |
|---|--|---|
| <b>Question number</b>  |  |   |
| 1 Assessor  | Jonathan Ngige   | Jonathan Ngige  |
| 2 Date  | 13/07/2016   | 13/07/2016  |
| <b>Basic facts</b>  |  |   |
| 3 Site ID / map reference   | P3   | P4  |
| 4 Site name   | Land adjacent to Shendish Manor<br> | Land north of the A41/Chesham Road junction<br> |
| 5 Site address  | Shendish Manor, Apsley, Hemel Hempstead  | Land north of the A41/Chesham Road junction, Berkhamstead   |
| 6 Brief description   | The site consists mainly of Shendish Manor, now in use as a hotel, a golf course and grounds.                        | The site consists of open land adjacent to Ashlyns Hall and Ashlyns School  |
| 7 Site area, ha   | 95.65  | 2.56  |
| 8 Current use   | Hotel and golf course and some greenfield land   | Paddock (agricultural/green field)  |
| 9 If currently vacant, previous use                                     | N/A  | N/A   |
| 10 Proposed employment land use   | Mixed B uses   | Mixed B uses  |
| <b>Planning</b>   |  |   |
| 11 Is the site formally identified for employment? If yes, give details | No   | No  |
| 12 Any relevant planning history  | No   | No  |
| 13 Is the site in the floodplain?                                       | No   | No  |

| POTENTIAL SITES                |   | P3   | P4   |
|--------------------------------|---|--|--|
| 14                             | Any other policy designations   | <p><b>Local Plan:</b> Shendish Manor is Grade II listed (Policy 119).</p> <p><b>Core Strategy:</b> located in the Green Belt (Policy CS5). Policy CS27 (quality of the historic environment) is also relevant. <b>Green Belt Review Stage 2 (2016):</b> recommends that most of the site should remain in the Green Belt. However, an amendment to the Green Belt should be considered in the eastern part of the site next to the railway line.</p> | <p><b>Core Strategy:</b> located in the Green Belt (Policy CS5). <b>Green Belt Review Stage 2 (2016):</b> recommends that consideration should be given to amending the Green Belt between the existing built up area and the A41 to the south of Berkhamstead, including site P4.</p> |
| <b>Strategic accessibility</b> |   |  |  |
| 15                             | Describe - Ease of access/proximity to the roads  | The A41 forms the site's western boundary. Direct access to the A41 is about 3.5km from the site.  | The site is approximately 300m from the A41  |
| 16                             | Score   | 3 Reasonable   | 1 Excellent  |
| <b>Local access</b>            |   |  |  |
| 17                             | Suitability of access - Describe quality and facilities   | The site is accessed from a private road off London Road both of which appear to serve the site's current use adequately albeit slightly constrained.  | Access along Chesham Road is suitable for the site.  |
| 18                             | Score   | 3 Reasonable   | 2 Good   |
| <b>Public transport access</b> |   |  |  |
| 19                             | Describe - e.g. station, bus stops  | The West Coast Main Line forms the site's eastern boundary. Apsley station is about 650m from the site, but there is no existing direct access to the station. Regular train services running to London and Tring serve the station. In addition, bus stops are located on London Road, directly outside the site's entrance. These bus stops are served by the 500 and 501 bus routes to Watford, Aylesbury and Tring.                              | The closest bus stop to the site is located 350m away along Chesham Road and is served by the 354 and 354A bus routes to Chesham, Northchurch and Berkhamstead.  |
| 20                             | Score   | 2 Good   | 3 Reasonable   |
| <b>External environment</b>    |   |  |  |
| 21                             | Describe - prominence, compatibility of surrounding uses, access to amenities, etc  | Shendish Manor is set far back from the road and is surrounded by landscaped gardens and a golf course. It is compatible with the surrounding residential and agricultural uses.   | The site is used as a paddock and is compatible with the surrounding agricultural, playing fields and open land uses.  |
| 22                             | Score   | 3 Reasonable   | 2 Good   |
| <b>Internal environment</b>    |   |  |  |
| 23                             | Describe - layout, parking, servicing, landscaping etc  | The site is well laid out with the high quality landscaping and a good level of parking provision.   | N/A  |
| 24                             | Score   | 1 Excellent  |  |
| <b>Market signals</b>          |   |  |  |
| 25                             | Evidence of developer / occupier interest? Describe   | The site's owners and those of three adjoining parcels of land have submitted a proposal for a mixed use development of the site, including 2 ha of employment uses.   | The site's owners, Grand Union Investments seek to develop the wider area as the proposed South Berkhamstead urban extension. However, their initial proposals show no development on site P4.   |
| 26                             | Other market evidence<br>E.g. local competition, extent and success of similar developments in the market area, local rent levels |  |  |

| POTENTIAL SITES                              |  | P3   | P4   |
|--|--|--|--|
| <b>Conclusion: market potential</b>          |  |  |  |
| 27   | If the site is offered to the market for its proposed employment use, free of supply-side constraints, will it be successfully developed and occupied? | 3 Hard to tell   | 3 Hard to tell   |
| 28   | Reasons / comments   | The type of employment use proposed in on the site is unspecified.   | The site lacks critical mass and may not prove attractive to the market.   |
| <b>Supply-side constraints</b>               |  |  |  |
| 29   | Any constraints, physical (e.g. ground conditions, infrastructure) or other (e.g. ownership, policy)   | The site is currently within the Green Belt. If developed, access to the site would also be a major concern and might involve a new bridge over the railway and a new junction with London Road. Such improvements would probably be expensive. Land ownership issues would also have to be addressed. | Green Belt   |
| 30   | Score  | 3 Major constraints - solution will need intervention not yet committed  | 2 Constraints likely to be resolved by market or intervention already committed                                      |
| <b>Impact</b>                                |  |  |  |
| 31   | Any adverse impacts of the proposed employment use on neighbours or the environment  | Yes, the proposal would affect surrounding residential neighbours and detract from the setting of Shendish Manor.  | No   |
| <b>Market potential for alternative uses</b> |  |  |  |
| 32   | For another employment use?  | No   | No   |
| 33   | For alternative or mixed use?  | Yes  | Yes  |
| <b>RECOMMENDATION</b>                        |  |  |  |
| 34   | Should the site be identified for potential employment use?  | No   | No   |
| 35   | Reasons / comments   | The presence of heritage constraints and the lack of strategic access is likely to curtail any employment development on the site. There is no market evidence to suggest it would be deliverable if allocated for employment.   | There is no clear evidence of market demand in this location. It is unclear whether an allocation would be taken up. |
| 36   | Any further advice   |  |  |

| POTENTIAL SITES   | P5   | P6  |
|---|--|---|
| <b>Question number</b>  |  |   |
| 1 Assessor  | Jonathan Ngige   | Jonathan Ngige  |
| 2 Date  | 13/07/2016   | 13/07/2016  |
| <b>Basic facts</b>  |  |   |
| 3 Site ID / map reference   | P5   | P6  |
| 4 Site name   | Land at Dunsley Farm, Tring<br> | Land at Green Lane (East Hemel Hempstead)<br>   |
| 5 Site address  | Dunsley Farm, London Road, Tring   | Green Lane, Hemel Hempstead   |
| 6 Brief description   | The site is predominantly in agricultural use with a brewery, farm shop and cafe located on its western corner.  | The site is almost entirely in agricultural use and is adjacent to the M1. It is within the boundary of St Albans District.   |
| 7 Site area, ha   | 38.82  | 56.32   |
| 8 Current use   | Agricultural land with some employment use   | Agricultural, with a highways depot and house in the SE corner  |
| 9 If currently vacant, previous use                                     | N/A  | N/A   |
| 10 Proposed employment land use   | Mixed B uses   | Mixed B uses  |
| <b>Planning</b>   |  |   |
| 11 Is the site formally identified for employment? If yes, give details | No   | Proposed for employment development (mixed B uses) in the submitted St Albans Strategic Local Plan (Policy SLP13b)) as part of the East Hemel Hempstead broad location. Also proposed for employment development in the Draft Detailed Plan (Policy DLP14). 55 ha of employment development is proposed. Policy SLP13b) states that sufficient variety of employment uses must be provided over time to offer in the order of up to 8,000 jobs. Over-concentration of low employment generating logistics uses will not be permitted. |
| 12 Any relevant planning history  | No   | No  |
| 13 Is the site in the floodplain?                                       | No   | No  |

| POTENTIAL SITES  | P5  | P6   |
|--|---|--|
| 14 Any other policy designations   | <b>Core Strategy:</b> located in the Green Belt (Policy CS5). <b>Green Belt Review Stage 2 (2016):</b> recommends that the majority of the site should remain in the Green Belt. However, an amendment to the Green Belt should be considered in the northern part of the site. | Within St Albans district. Located in the Green Belt, but proposed for removal from Green Belt in the submitted St Albans Strategic Local Plan and the Draft Detailed Local Plan.  |
| <b>Strategic accessibility</b>   |   |  |
| 15 Describe - Ease of access/proximity to the roads  | The site is about 500 metres from the junction of London Road and the A41.  | The site is adjacent to junction 8 of the M1 and is bound by the M1 to the east of the site and the A414 to the south of the site.   |
| 16 Score   | 1 Excellent   | 1 Excellent  |
| <b>Local access</b>  |   |  |
| 17 Suitability of access - Describe quality and facilities   | Local access along London Road appears to be adequate.  | The site is accessed through Green Lane which is suitable for the site. However, the road is dominated by HGV traffic and a number of vehicles parked along the road.  |
| 18 Score   | 2 Good  | 3 Reasonable   |
| <b>Public transport access</b>   |   |  |
| 19 Describe - e.g. station, bus stops  | The closest bus stop to the site is located by the site entrance, outside the Tesco supermarket. It is served by the 194 and 387 bus routes to New Mill, Beech, Wiggington and Aldbury, and the 500 and 501 routes to Watford, Hemel Hempstead and Tring.                       | The closest bus stop is approximately 400m from the site along Breakspear Way and is served by the 748, and 758 coaches to Hemel Hempstead and London. There are no local bus services near the site.  |
| 20 Score   | 3 Reasonable  | 4 Poor   |
| <b>External environment</b>  |   |  |
| 21 Describe - prominence, compatibility of surrounding uses, access to amenities, etc  | Most of the site is in agricultural use which fits in with the surrounding uses. While the retail, café and employment uses in the west are well related to the Tring town centre uses.   | Majority of the site is in agricultural use and is compatible with the surrounding Green Belt/ agricultural uses.  |
| 22 Score   | 2 Good  | 2 Good   |
| <b>Internal environment</b>  |   |  |
| 23 Describe - layout, parking, servicing, landscaping etc  | Development on the western portion of the site appears to have taken place in an ad hoc manner. As such the layout, parking and servicing of the site is of relatively poor quality. Landscaping is also limited.   | The site includes a highways depot that is well laid out and has ample parking and servicing facilities.   |
| 24 Score   | 3 Reasonable  | 2 Good   |
| <b>Market signals</b>  |   |  |
| 25 Evidence of developer / occupier interest? Describe   | Hertfordshire County Council (landowners) submission in response to Dacorum's call for sites included proposals for the development of residential and open space uses.   | The site is being promoted by the Crown Estate (landowners) for mixed employment uses. The Crown Estate's East Hemel public consultation in October 2016 proposed 55 ha of employment delivering around 8,000 jobs on the site, with a mixture of office, industrial, warehousing and logistics. The Crown Estate is currently preparing an East Hemel Hempstead Master Plan in liaison with St Albans and Dacorum councils. |
| 26 Other market evidence<br>E.g. local competition, extent and success of similar developments in the market area, local rent levels | Demand for employment floorspace in this location is likely to be very limited.   | Large scale office development in the area is unlikely to be taken up by the market. There is developer interest for large B8 units.   |

| POTENTIAL SITES   | P5   | P6   |
|---|--|--|
| <b>Conclusion: market potential</b>   |  |  |
| 27 If the site is offered to the market for its proposed employment use, free of supply-side constraints, will it be successfully developed and occupied? | 3 Hard to tell   | 2 Likely   |
| 28 Reasons / comments   | May be suitable local industrial demand, particularly given some small-scale industrial uses already going on.   | The site's location next to M1 Junction 8 makes it very attractive for employment development, particularly logistics. However, the site is subject to the same constraints as Maylands and Hemel Hempstead town centre in that it does not have strong enough public transport access in the form of fast rail links to London. While it is accessible by private car, this is not considered sufficient to support demand for major new office development in this location. |
| <b>Supply-side constraints</b>  |  |  |
| 29 Any constraints, physical (e.g. ground conditions, infrastructure) or other (e.g. ownership, policy)   | The site is currently within the Green Belt. The eastern part of the site is within the Cow Lane Farm Meadows local wildlife site.   | Major highway improvements around M1 Junction 8 may be necessary before large scale development on the site - consultants for the Crown Estate are currently examining alternative solutions. Highway improvements may involve some land take within the site. Proximity to the Buncefield Oil Terminal restricts employment development 'in a relatively small part of the site close to Green Lane.  |
| 30 Score  | 2 Constraints likely to be resolved by market or intervention already committed  | 2 Constraints likely to be resolved by market or intervention already committed  |
| <b>Impact</b>   |  |  |
| 31 Any adverse impacts of the proposed employment use on neighbours or the environment  | No   | No   |
| <b>Market potential for alternative uses</b>  |  |  |
| 32 For another employment use?  | No   | No   |
| 33 For alternative or mixed use?  | Yes  | No   |
| <b>RECOMMENDATION</b>   |  |  |
| 34 Should the site be identified for potential employment use?  | Maybe / depends  | Yes  |
| 35 Reasons / comments   | Potential to form an extension to the existing commercial development or a new employment site immediately north of the London Road/A41 junction for local industrial uses in Tring. However, there is limited evidence that new build would be viable so it may need to come forward as part of a mixed-use development with other uses to cross-subsidise employment floorspace. | It is likely to come forward in the short/medium term due to strong market demand for B8, but the site's current Green Belt status may delay development. We question whether it will be a suitable office location though, even in the longer term.   |
| 36 Any further advice   | In the event of such an application, the Council should use planning obligations to ensure delivery of any employment space.   | The site is in St Albans district so there are limitations to any recommendations with regard to this site.  |

| POTENTIAL SITES   | P7  | P8  |
|---|---|---|
| <b>Question number</b>  |   |   |
| 1 Assessor  | Jonathan Ngige  | Jonathan Ngige  |
| 2 Date  | 13/07/2016  | 13/07/2016  |
| <b>Basic facts</b>  |   |   |
| 3 Site ID / map reference   | P7  | P8  |
| 4 Site name   | Land adjacent to New Ground Farm<br>   | Broadfield and Wayside Farms (South West Kings Langley)<br> |
| 5 Site address  | Newground Road, Aldbury, Tring  | Broadfield and Wayside Farms, Watford Road, Kings Langley   |
| 6 Brief description   | The site mainly comprises of former agricultural buildings which have been converted to employment use, but not occupied for such use.  | The site is predominantly in agricultural use with some farm buildings and is owned by Hertfordshire County Council (HCC).                    |
| 7 Site area, ha   | 0.46  | 46.60   |
| 8 Current use   | Mixed B uses  | Agricultural  |
| 9 If currently vacant, previous use                                     | Farm  | N/A   |
| 10 Proposed employment land use   | Mixed B uses  | Other B uses  |
| <b>Planning</b>   |   |   |
| 11 Is the site formally identified for employment? If yes, give details | No  | No  |
| 12 Any relevant planning history  | Yes, there is an outstanding permission for the change of use of the agricultural buildings to B1 units (LPA ref 4/00110/10/VOT) and the Council has accepted that this has been implemented. | No  |
| 13 Is the site in the floodplain?                                       | No  | No  |

| POTENTIAL SITES  | P7  | P8   |
|--|---|--|
| 14 Any other policy designations   | <p><b>Local Plan:</b> Policy 34 applies (other land with established employment generating uses). Also, Policy 97 - Chilterns Area of Outstanding Natural Beauty.</p> <p><b>Core Strategy:</b> the site is in the Green Belt (Policy CS5) and the Chilterns Area of Outstanding Natural Beauty (Policy CS24).</p> | <p><b>Local Plan:</b> the northern part of the site is adjacent to the Priory at Kings Langley, a scheduled ancient monument (Policy 118). <b>Core Strategy:</b> the site is in the Green Belt (Policy CS5). Policy CS27 (quality of the historic environment) is also relevant.</p> <p><b>Green Belt Review Stage 2 (2016):</b> recommends that the site remains in the Green Belt.</p> |
| <b>Strategic accessibility</b>   |   |  |
| 15 Describe - Ease of access/proximity to the roads  | The site is on the A4251 approximately 1.7 km from the A41.   | The site is about 600 m from junction 20 of the M25 and is bound by the A41 on its western boundary.   |
| 16 Score   | 2 Good  | 1 Excellent  |
| <b>Local access</b>  |   |  |
| 17 Suitability of access - Describe quality and facilities   | The site is next to the A4251 so local access is good.  | Local access to the site is from Watford Road which is predominantly residential opposite the site.  |
| 18 Score   | 2 Good  | 2 Good   |
| <b>Public transport access</b>   |   |  |
| 19 Describe - e.g. station, bus stops  | The closest bus stop is located on Tring Road along the site's southern boundary and is served by the 500 and 501 bus routes to Aylesbury, Hemel Hempstead and Watford.   | The closest bus stop to the site is outside the site along Watford Road and is served by the 319, 500 and 501 bus routes to Watford, Aylesbury and Hemel Hempstead. Kings Langley station has regular train services to London, Tring, Milton Keynes and Northampton.  |
| 20 Score   | 3 Reasonable  | 3 Reasonable   |
| <b>External environment</b>  |   |  |
| 21 Describe - prominence, compatibility of surrounding uses, access to amenities, etc  | The former agricultural units are arranged with minimal set back along Newground Road. The site appears to have been developed in a piecemeal fashion. The site is generally compatible with surrounding uses.  | The site is largely compatible with the surrounding agricultural and residential uses. Day to day amenities are available at Kings Langley local centre.   |
| 22 Score   | 3 Reasonable  | 2 Good   |
| <b>Internal environment</b>  |   |  |
| 23 Describe - layout, parking, servicing, landscaping etc  | The layout, parking and servicing of the site are constrained and the site could be more efficiently rearranged.  | Parking, layout and servicing of the agricultural buildings at the south eastern corner of the building appears to be adequate.  |
| 24 Score   | 4 Poor  | 3 Reasonable   |
| <b>Market signals</b>  |   |  |
| 25 Evidence of developer / occupier interest? Describe   | In response to the Council's call for sites, the owner has stated that the existing buildings are not commercially attractive. Therefore, the owner wishes to redevelop the site for new B1 units with similar floorspace to the existing buildings.  | Hertfordshire County Council, the owners of the site, have identified the eastern part of the site next to Watford Road for residential uses in response to the Council's call for sites.  |
| 26 Other market evidence<br>E.g. local competition, extent and success of similar developments in the market area, local rent levels |   | Kings Langley is an established employment location, albeit most of the existing employment space is located within Three Rivers. The office stock in the village is relatively well occupied and its location suggests there is potential for further development.  |

| POTENTIAL SITES                              |  | P7  | P8  |
|--|--|---|---|
| <b>Conclusion: market potential</b>          |  |   |   |
| 27   | If the site is offered to the market for its proposed employment use, free of supply-side constraints, will it be successfully developed and occupied? | 2 Likely  | 2 Likely  |
| 28   | Reasons / comments   | The site's owner has redeveloped the site for B1 uses indicating market demand.           | The site's location near M25 Junction 20 and Kings Langley station make this an attractive location for employment development. It represents the best prospects in Dacorum for office development to be viable. Could be a site of a strategic office development serving the South West Hertfordshire area. |
| <b>Supply-side constraints</b>               |  |   |   |
| 29   | Any constraints, physical (e.g. ground conditions, infrastructure) or other (e.g. ownership, policy)   | Green Belt and AONB designations  | Green Belt and the sloping nature of the site (which is not severe).  |
| 30   | Score  | 2 Constraints likely to be resolved by market or intervention already committed           | 2 Constraints likely to be resolved by market or intervention already committed   |
| <b>Impact</b>                                |  |   |   |
| 31   | Any adverse impacts of the proposed employment use on neighbours or the environment  |   | No  |
| <b>Market potential for alternative uses</b> |  |   |   |
| 32   | For another employment use?  | No  | It could cater to distribution or industrial uses (B2 or B8)  |
| 33   | For alternative or mixed use?  | Yes   | Yes - it is a suitable residential location so employment could come forward as part of a mixed-use scheme.   |
| <b>RECOMMENDATION</b>                        |  |   |   |
| 34   | Should the site be identified for potential employment use?  | Yes   | Yes   |
| 35   | Reasons / comments   | Permission to redevelop the site for employment use is believed to have been implemented. | The location in terms of public transport and strategic access means that it could find a market for office space in this location. Due to the size of the site, part of the site could be identified for employment use with a safeguard for future employment needs.  |
| 36   | Any further advice   |   | It could be suitable for other employment uses; however, given the need for new office space identified, it may be more pragmatic to safeguard the site for office development, at least initially.   |

# APPENDIX D SITE ASSESSMENTS CRITERIA

| Criterion               | Scoring scale          | Explanation   |
|-------------------------|------------------------|---|
| Strategic accessibility | Excellent to very poor | <p>Excellent: direct access onto strategic road network or less than five minutes' drive from motorway junction</p> <p>Good: access not direct but well linked. Short distance on high quality local road</p> <p>Reasonable: longer distance on high quality local road to connect with strategic road network</p> <p>Poor: access to strategic road network via a number of different local roads. Not easy.</p> <p>Very poor: remote from strategic road network and no easy route by local roads</p>   |
| Local access            | Excellent to very poor | <p>Excellent: junction onto road network suitable for type of employment use on site. Potential to accommodate additional traffic if site successful/expanded. Could have controlled access if needed or direct access onto roundabout.</p> <p>Good: junction onto road network suitable for current use but may require upgrade, particularly if intensity of use increased.</p> <p>Reasonable: no signs of congestion due to substandard access but could be improved e.g. better visibility, feeder lane, scope for queuing.</p> <p>Poor: access not sufficient to accommodate volume of traffic using the site – could result in congestion in or off site through queuing at busy times.</p> <p>Very poor: poor formed access that requires upgrade to enable use by appropriate vehicles. Detracts from perception of site.</p> |
| Public transport access | Excellent to very poor | <p>Excellent: located within five minutes of a high frequency station or bus stop serving multiple locations</p> <p>Good: located within reasonable walking distance of a high frequency station or bus stop serving multiple locations</p> <p>Reasonable: located near a bus stop or station but with low frequency service and limited destinations/requires change onto another mode of public transport.</p> <p>Poor: bus stop within in walking distance but limited service.</p> <p>Very poor: remote from any public transport. Not feasible to rely on public transport to access the site on a regular basis.</p>  |

| Criterion   | Scoring scale          | Explanation  |
|---|------------------------|--|
| External environment                              | Excellent to very poor | <p>Excellent: well located for local amenities (in/edge of town location), good visibility for business occupiers, similar uses nearby or location large enough to have critical mass to standalone</p> <p>Good: local amenities nearby but relatively limited; other similar uses nearby, visible from road network. Does not have all the attributes of an excellent location though i.e. some element of compromise.</p> <p>Reasonable: local amenities can be reached by public transport easily, some similar uses around but area more mixed.</p> <p>Poor: limited visibility in commercial terms; few similar businesses in surrounding area but no sensitive neighbours.</p> <p>Very poor: not compatible with surrounding uses. No visibility. Poorly placed to access local amenities.</p> |
| Internal environment                              | Excellent to very poor | <p>Excellent: well-maintained and laid out. Sufficient parking. Evidence of active management.</p> <p>Good: Sufficient parking. Tidy and well maintained but layout could be improved to maximise site.</p> <p>Reasonable: Parking in high demand and can result in some on kerb parking at busy times. Tidy site but would benefit from improvement to landscaping, surfacing etc.</p> <p>Poor: Insufficient parking or not sufficient controls on parking results in parking on streets and kerbs. Limited landscaping and poorly laid out.</p> <p>Very poor: not fully surfaced or properly maintained. Litter/flytipping. No formal parking and not enough space to meet required demand so can lead to congestion within site.</p>  |
| Vacancy   | Nil to 100%            | <p>Nil: no vacancy</p> <p>100%: whole site vacant</p>  |
| Market potential – likelihood of reuse/occupation | Yes to no              |  |

## APPENDIX E CONSULTATION SUMMARY

|                         |   |                 |
|-------------------------|---|-----------------|
| <b>Meeting Title:</b>   | Dacorum Employment Land Availability Assessment Duty-to-Co-operate workshop |                 |
| <b>Attendees:</b>       | Andrew Marsh  | Central Beds    |
|                         | Tai Tsui  | Hertsmere       |
|                         | Chris Briggs  | St Albans       |
|                         | Martin Wells  | Three Rivers    |
|                         | Paul Everard  | Welwyn Hatfield |
|                         | Catriona Ramsey Cherie Norris   | Watford         |
|                         | Rebecca Oblein, John Chapman, Rebecca Williams,<br>Laura Wood, James Doe    | Dacorum         |
|                         | Cristina Howick, Cathy Hall   | PBA             |
| <b>Apologies:</b>       | Luton Borough Council   |                 |
| <b>Date of Meeting:</b> | 20 July 2016  |                 |
| <b>Job Number:</b>      | 37167   |                 |

| Item | Subject   |
|------|---|
| 1.   | <p><b>Comments on the brief</b></p> <p>Clarification that 'short term' in the context of the brief is being treated as three to five years.</p> <p>St Albans confirm their position with regard to the findings of the SW Herts Economic Study: they do not agree with the FEMA geography identified in that study.</p>   |
| 2.   | <p><b>Market analysis</b></p> <p>No specific comment on the views of Hemel Hempstead, Maylands and Apsley Kings Langley</p> <ul style="list-style-type: none"> <li>- Need to clarify that most of the existing office stock is located within Three Rivers</li> </ul> <p>Scope for new build offices within the region</p> <ul style="list-style-type: none"> <li>- Note that how the region is defined is very important in this analysis</li> <li>- Agreement that the sub-regional office market has performed extremely poorly in period since c.2008/9 – not very much new build space in SW Herts despite continued high demand in economic forecasts.</li> <li>- While the market has come back in parts of the M25 corridor between Hatfield and Heathrow, recovery in SW Herts is still some way off, apart from Watford which is now on the cusp of becoming a viable location again</li> <li>- Pre-recession: sub-regional demand strongest in Watford and St Albans. The expectation is that this is where any future demand will be focused.</li> </ul> <p>Watford</p> <ul style="list-style-type: none"> <li>- Demand coming from existing companies looking to expand their presence</li> <li>- But the Council also want to plan for new companies headquartering in Watford</li> </ul> |

| Item | Subject  |
|------|--|
|      | <ul style="list-style-type: none"> <li>- Clarendon Road and the station site seen as the main opportunities</li> <li>- In Clarendon Road, through intensification (increased height)</li> <li>- Public consultation on the Watford junction masterplan expected in August. The Council haven't yet reached a view on mix, and the amount of employment space, but will be consulting on figures.</li> </ul> <p>St Albans</p> <ul style="list-style-type: none"> <li>- Think that demand for office space is driven by the housing stock (resident profile) and good facilities in St Albans</li> <li>- No real sites in the town centre</li> <li>- There are a couple of historic permissions but little likelihood of delivery</li> <li>- The only opportunities are the older industrial estates but these lack the advantages of the town centre so are not where the market is looking.</li> </ul> <p>Role of East Hemel Enterprise Zone</p> <ul style="list-style-type: none"> <li>- Query whether this is significant in market terms</li> <li>- Focused on envirotech so not necessarily offices</li> <li>- Likely to be more of a branding tool – LEP promoting it at MIPIM etc.</li> </ul> <p>In explaining wider context, think report should consider the relationship with the region – longer-term perspective of office demand once again focusing on London but in new London locations (St Pancras, Paddington etc.) and what this means for SW Herts.</p> |
| 3.   | <p><b>Article 4 directions on office to residential conversion</b></p> <p>Dacorum considering potential for Article 4 direction but aware that because of vacancy levels this could be challenging because of the risk of compensation claims.</p> <p>Watford</p> <ul style="list-style-type: none"> <li>- Direction introduced very early on so faced no compensation claims</li> <li>- But now some developer pressure through forthcoming applications for change of use from office to residential.</li> </ul> <p>Welwyn Hatfield</p> <ul style="list-style-type: none"> <li>- Members have just approved seeking three Article 4 directions (Maple Cross, Croxley Green and Tolpits Lane) in locations they viewed as strategic locations for employment.</li> <li>- Rickmansworth also considered as potential by Members but officers advised against as not considered strategic location</li> <li>- Opting to start a 12-month notice period before the direction comes into force to minimise scope for compensation claims.</li> </ul> <p>St Albans</p> <ul style="list-style-type: none"> <li>- Significant PD losses in the town centre already</li> <li>- Some appetite for Article 4 direction amongst Members but think that this would only stem losses rather than drive growth in offices.</li> </ul>   |
| 4.   | <p><b>Sites</b></p> <p>Green Lane (East Hemel Hempstead)</p> <ul style="list-style-type: none"> <li>- Viewed by St Albans as an extension to Maylands</li> </ul>   |

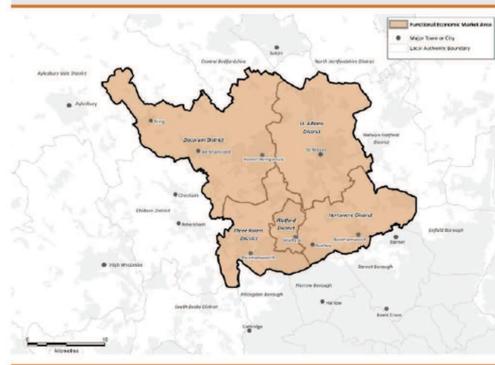
| Item | Subject  |
|------|--|
|      | <ul style="list-style-type: none"> <li>- See it as a long-term opportunity which could deliver 15 ha offices</li> <li>- Advantage of single long-term ownership</li> <li>- Agree that the ability to form separate access is an important point in the site being more capable of being attractive for office development.</li> <li>- St Albans interested in PBA advice on what is needed to make that site an attractive office location e.g. complementary uses, access improvements etc.</li> <br/> <li>- No comments made on the other sites</li> <li>- Three Rivers will discuss the potential Kings Langley site with colleagues</li> </ul> |
| 5.   | <p><b>Next steps</b></p> <p>Dacorum working on the basis of meeting their needs under the SW Herts Study and assuming that other LPAs are proceeding on the same basis – at least as a starting point. Expectation that if they cannot meet needs, they will discuss with neighbours.</p> <p>Discussion on densities used and whether working practices mean that the floorspace requirements could be lower than the SW Herts Study – two authorities refer to anecdotal evidence on working patterns that major occupiers have shared with them.</p>   |

# Duty-to-co-operate session

Dacorum Employment Land Availability Assessment  
20 July 2016

Peter Brett Associates LLP

Figure 2.11 South West Herts Functional Economic Market Area



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## Dacorum planning policy update

- DBC are bringing forward their new Local Plan
- We have already commissioned, with adjoining authorities
  - The SHMA – which covers SW Herts
  - SW Herts Economy Study
- The Employment Land Availability Assessment (ELAA) will form another part of the evidence base for the new Local Plan
- In the short term, we are still bringing forward the Site Allocations DPD
  - Aligns with the Core Strategy
  - Submitted in February
  - Examination in October

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## Summary of SW Herts findings

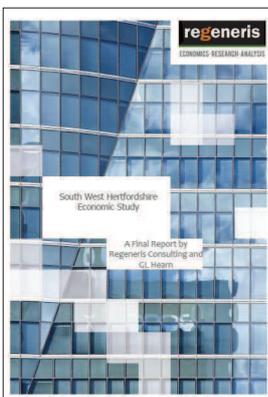
- Considered three growth scenarios. The preferred one assumes job growth of nearly 60,000 2013-2036 (annual growth rate of 0.8% p.a.).
- Around 48% of the additional jobs in SW Herts 2013-2036 will require B-class space (offices, industrial and warehousing). The Dacorum figure is 58% (6,300 jobs).
- This translates into the following job and floorspace forecasts for the different B-class uses (2013-2036):

|             | SW Herts jobs (FTEs) | SW Herts floorspace (sq m) | Dacorum floorspace (sq m) |
|-------------|----------------------|----------------------------|---------------------------|
| B1(a) + (b) | 26,500               | 461,000                    | 103,000                   |
| B1(c) + B2  | -2,600               | -122,000                   | -42,000                   |
| B8          | 1,400                | 134,000                    | 44,000                    |

- Plot ratio assumptions are then applied to produce the following land requirements (ha.) over the 2013-2036 period:

|          | Offices | Manufacturing | Distribution |
|----------|---------|---------------|--------------|
| Dacorum  | 13      | -10           | 10           |
| SW Herts | 52      | -31           | 30           |

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## Introduction

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Peter Brett Associates LLP

## Today's session

- Purpose: share our current thinking with you
- We'd like your feedback and comments
- Informal session
  
- Study brief and method
- Recap of the evidence/context
- Property market assessment
- Employment land supply in Dacorum
- Market balance

Peter Brett Associates LLP

## The scenarios

- The Council asked us to consider the demand in the SW Herts study
  - 6,300 jobs (2013-36)
  
- And look at three scenarios
  - Dacorum – meeting its own needs
    - 6,300 jobs
  - Dacorum plus – meeting its own needs and more
    - More than 6,300 jobs
  - Dacorum minus – meeting less than its own needs
    - Less than 6,300 jobs

Peter Brett Associates LLP

## Study brief and method

## SW Herts Economic Study

- The SW Herts study says Dacorum should accommodate
  - Offices: 13 hectares
  - Distribution: 10 hectares
  - Manufacturing: *minus* 10 hectares
- And to remind you - for the whole of SW Herts
  - Offices: 52 hectares
  - Distribution: 30 hectares
  - Manufacturing: minus 31 hectares
- This is the long-term demand for employment land
  - 2013-36

Peter Brett Associates LLP

Peter Brett Associates LLP

## The brief

- ELAA is to inform the new Local Plan
- Study to consider provision in terms of
  - Quantity, mix and location
  - Whether new land needs to be identified
  - What existing sites could transfer to other uses
- Focused on B-Class uses
- South West Herts Economic Study is our starting point
  - Published January 2016 – by Regeneris
  - Established the functional economic market area
    - Dacorum, Hertsmere, St Albans, Three Rivers & Watford
  - Set out long-term employment demand for the FEMA

Peter Brett Associates LLP

## Method overview

- First we looked again at **demand**
  - The Regeneris forecast is a fix
  - But it only shows the long-term trend
  - How realistic is as regards the next few years?
  - The SW Herts study did include some market analysis
    - But very high-level
  - We have looked at the current market more closely
  - Tempers the long-term forecast
- We also looked at land **supply**
  - The SW Herts study looked at some sites
    - Only two in Dacorum
  - We made a more comprehensive assessment
- Finally we looked at market balance
  - Does supply meet demand over the plan period?

Peter Brett Associates LLP

## Method: market assessment

- We partnered with Aspinall Verdi
- Separated the market into industrial and office
- Work programme
  - Desk-based research
    - Estates Gazette (EGi), Focus etc.
  - Telephone consultation with agents and developers
  - Shared initial findings with local agents
    - Workshop June 2016
    - Testing initial findings
    - Focusing the key questions to answer
- Implications for the sites
  - Particularly Maylands
  - And the potential future sites

Peter Brett Associates LLP

## Introduction

- We need market intelligence to inform our appraisals
- To make sure our recommendations are sound
- This is important because
  - SW Herts study suggests we need a lot of new space
  - But we must avoid oversupplying land
  - The NPPF says
    - Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.*

Peter Brett Associates LLP

## Method: site appraisal

- On-the-ground analysis of
  - Existing sites – allocated and other
  - Potential future sites
- To identify the supply of land across the plan period
- And assess its market appeal and deliverability
- Agreed a pro forma with the Council
- Worked with the Council to identify their portfolio

Peter Brett Associates LLP

## Office market overview

- Key locations
  - Focused in Hemel Hempstead
    - Town centre
      - Mixed fortunes
        - Partly due to PD pressures
    - Maylands
    - Apsley
  - Berkhamsted and Tring
    - Local, small-scale occupiers

Peter Brett Associates LLP

## Market assessment: offices

### Hemel Hempstead town centre

- Not attractive to occupiers
  - No new build space available
  - Rents too low to make development viable
  - Train station is not in town centre
- Seen as a 'halfway house' location
  - Too close to London but not far enough away
- Cannot compete with
  - Watford
    - Better access and better quality accommodation
  - Milton Keynes
    - Better quality accommodation at lower rents
- And residential development yields better returns
  - Pressure from Permitted Development schemes

Peter Brett Associates LLP

Peter Brett Associates LLP

## Maylands

- Good motorway access
  - But poor public transport
  - And not enough car parking
- Relatively unattractive to occupiers because
  - Character of area
    - Mixed industrial and offices
  - No rail station
    - Seen as a big disadvantage
  - Very few amenities
    - (Although this will change – somewhat)
      - Heart of Maylands local centre – under construction
  - Existing stock not suited to modern occupier needs

Peter Brett Associates LLP

## The wider market

- The regional office market is not failing
- There has been speculative development in recent years
  - In core regional cities and the Thames Valley
- Demand from professional services
  - Seeking to grow regional base
  - But reluctant to locate in new centres
  - Where they may not be able to access clients and staff
- In SW Herts – Watford, St Albans as main office centres
  - Demand for development
  - But little supply capacity for further office development?
  - New schemes are coming forward in Watford
    - Clarendon Road - intensification
    - Adjacent to Watford station

Peter Brett Associates LLP

## Apsley

- Smallest office area within the borough
  - 12,000 sqm / 46 units
- Occupiers including Epsom and HSBC
- Only 4% vacancy
  - Low compared relative to rest of the Dacorum market
- Attractive to the market because
  - Accessibility – regular trains to Euston
  - Good quality stock – modern, purpose-built
  - Access to quality housing – attractive to directors etc.
  - Local amenities

Peter Brett Associates LLP

## The wider market continued

- How does Dacorum compare?
  - Lacks a core regional city
- And isn't part of the Thames Valley
- So not as attractive as an office location
- Will this change?
  - Intervention or investment
- For example: Newlands Park (Luton)
  - Large-scale new offices proposed
  - Junction 10a M1
  - Will it work?
    - Luton has had successful office development at the airport
      - E.g. Capability Green
    - Not co-located with industrial uses
      - Hence more attractive to occupiers
  - (But we know this site is complicated!)

Peter Brett Associates LLP

## Kings Langley

- Total office stock 33,000 sqm
- Occupiers include
  - EMITEX, Imagination Technologies
- Low vacancy levels
  - Smaller suites
  - Nothing available within larger units
- Similar attributes to Apsley
  - Accessibility to London
  - Good public transport – to attract staff
  - Access to quality housing – to attract managers/directors
  - Modern, purpose-built stock

Peter Brett Associates LLP

## Market assessment: industrial

Peter Brett Associates LLP

## Industrial market

- Huge demand for large-scale logistics
  - The only constraint is land supply
  - If sites are available the market will take them up
- The small-scale industrial (>3,000 sqm) is more complicated
  - Most stock is in Maylands and Kings Langley (but over the boundary)
  - The market is very tight
    - Just six months supply on the market
  - But SMEs are price sensitive
    - At current rents they can't compete for land with large-scale logistics
  - But they aren't as location sensitive
    - When compared to large-scale occupiers
    - Need sites that aren't competing with higher value uses
    - If sites are safeguarded for smaller units
    - New development should be viable

Peter Brett Associates LLP

## Site assessments

Peter Brett Associates LLP

## Market assessment: conclusions

- We have considered
  - Existing employment allocations
    - Based on adopted and draft policy
  - Other existing employment sites
    - 2008 Herts CC database
    - Sites in excess of 0.25 ha or 500 sqm
  - Future employment sites
    - Unallocated
    - Being advanced through 2015 call for sites
- We have 94 sites and clusters that form the portfolio

Peter Brett Associates LLP

Peter Brett Associates LLP

## Market assessment

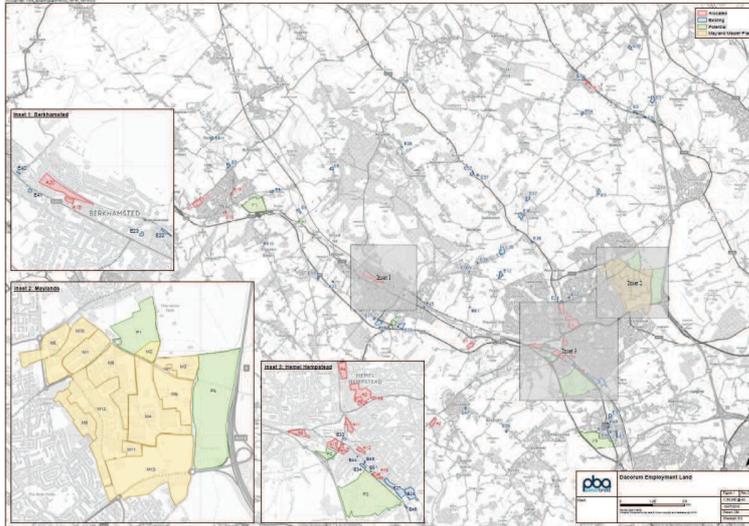
- For offices we see limited demand for new development
  - At least in the short term
  - Unless the district can provide more attractive locations
  - Or make existing locations more attractive
- For industrial demand is high
  - Big sheds
    - If suitable land is provided it will be developed
  - Smaller industrial (>3,000 sqm)
    - The market is tight
    - Additional development is in demand and viable
    - But can't compete for land with Big Sheds
    - Need sites that aren't competing with higher value uses
      - Either not suitable for Big Sheds
      - Or safeguarded by planning

Peter Brett Associates LLP

## The sites

- 3 town centre clusters
  - Hemel Hempstead, Berkhamsted & Tring
- 32 allocated/protected sites
  - 313 ha
- 51 existing sites
  - 54 ha
- 7 potential/future sites
  - 215 ha in Dacorum
  - Also considered Green Lane (St Albans)
    - 55 ha

Peter Brett Associates LLP



## Is there any capacity in the allocations?

- We have identified significant capacity
  - Focused at Maylands
- As well as vacant sites, there is vacant floorspace
  - E.g. Diamond Point / Maylands Point (13,000 sqm)
- And a lot of commitments – for example
  - The Campus / Gyron (7,300 sqm)
    - Phase 1 data centre built
    - But delivery of the office element unclear
  - Breakspear House – 6,455 sqm office outstanding
    - Unlikely to come forward though
- But also losing allocated sites
  - Corner Hall – prior approval
  - Symbio House – prior approval, then full approval
  - Lucas Aerospace
    - Pipeline commitment of 50,800 sqm offices now fallen away

Peter Brett Associates LLP

## Town centre clusters

- Hemel Hempstead
  - Office to residential conversion reducing stock
  - No significant new office development
  - So very few vacancies
  - Town centre tenants now displaced to Maylands
- Berkhamsted
  - Well occupied
  - Well regarded by the market
    - Location people want to be
    - But only a limited number of people – local office location
  - Subject to some pressures from office to resi conversion
  - But much more limited than HH
- Tring
  - Local offices and service providers

Peter Brett Associates LLP

## Existing employment sites

- We have assessed over 50 sites
  - Majority are small
  - Average size c. 1 ha
  - Located across the whole borough
- Overwhelmingly they are well occupied
  - Doing what they need to do
  - Rather than revealing significant capacity
- Where sites are underused, pressure for other uses
  - Evidenced by a number of redevelopment schemes
- Should be retained for their current use

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## Allocated employment sites

- The majority are in existing employment use
  - Most already developed
  - Maylands Gateway (DBC) is the exception
- Maylands Gateway (map ref. M13)
  - 23 ha vacant land
  - Amount of available vacant land has fallen
    - Not due to employment development
    - Majority retail permission (Lucas Aerospace)
- And a number of mixed-use allocations
  - In and around HH town centre
  - But we don't expect significant employment (offices)
  - Particularly given the market view

Peter Brett Associates LLP

## Potential future sites

- We looked at seven sites within Dacorum
  - Mainly in terms of office potential
  - Because net forecast demand for industrial (B2/8) is low
- Size ranges between 0.46 ha to 96 ha
  - But most larger sites expected to be mixed-use
- Set out our views on the larger sites / with potential
- Important to note that these views are policy-off
  - So we know that many are within the green belt
  - But we are looking at it from an employment land perspective
- The Council will have to balance these matters

Peter Brett Associates LLP

## Spencers Park Phase 2

- 24 ha site but likely to be a mixed-use scheme
  - Indicative 7,200 sqm B Class uses
  - Located in the southern part of the site
  - Termed 'local' employment by promoters
- Not suitable for offices
  - Proximity to Buncefield
  - Reason for employment
  - B1c, B2 or B8 most likely



Peter Brett Associates LLP

## Land at Dunsley Farm, Tring

- 39 ha site – currently in largely agricultural use
- HCC-owned
- Some local industrial occupiers there
  - Historic, rather than planned
- Not viewed as an office location by the market
- Potential for local industrial



Peter Brett Associates LLP

## Land adjacent to Shendish Manor

- 96 ha site submitted for mixed-use development
- Employment potential on eastern boundary
  - Buffer to mainline railway
- Proximate to existing employment at Apsley
- Limited interest from market
  - Not viewed as an office location
- Constrained
  - Heritage issues
  - Near to the station
  - But road access issues
  - Limits potential for development



Peter Brett Associates LLP

## South west Kings Langley

- 47 ha agricultural land – west of the village
- Owned by HCC
  - Likely to be promoted for residential
- We think there is scope for office use on site
  - Proximity to existing employment in Kings Langley
  - Access to public transport and amenities
  - Also M25 access
  - If pre-let secured, viable
- Office as preferred use
- Potential for up to 8 ha
  - Could be more?
  - Contingency for wider SW Herts needs?



Peter Brett Associates LLP

## North of Two Waters

- Approx. 10 ha – in agricultural use
- Proximate to existing employment uses at Two Waters
  - Range of employment uses here
  - But there has been market pressure for alternatives
    - Retail, residential
- Access
  - Good by road (A41 junction)
  - But access to rail poor
    - Could be improved
    - Similar issues as HH town centre
  - Likely to limit its attractiveness
- Potential for mixed-B uses
  - Could include some office
  - But unlikely to be significant
  - Meeting local needs



Peter Brett Associates LLP

## Green Lane, East Hemel Hempstead

- Outside Dacorum but extension to Maylands
- 55 ha green field site
- Being promoted by Crown Estate
- St Albans anticipate 8,000 jobs
  - Draft SLP
- Office potential?
  - Same as Maylands
  - Limited potential
  - B8 uses more likely
  - Meeting sub-regional needs
  - Might reduce overall jobs delivered



Peter Brett Associates LLP

# MINUTES

**Meeting Title:** Dacorum Employment Land Availability Assessment Duty-to-Co-operate workshop

**Attendees:**

|  |                   |
|--|-------------------|
| Adam Wood                                | Hertfordshire LEP |
| William Myers                            | Hertsmere         |
| Chris Briggs, Joshua Steer               | St Albans         |
| Martin Wells                             | Three Rivers      |
| Ian Dunsford                             | Watford           |
| Rebecca Oblein, John Chapman, Laura Wood | Dacorum           |
| Cristina Howick, Cathy Hall              | PBA               |

**Date of Meeting:** 11 April 2017

**Job Number:** 37167

| Item | Subject  |
|------|--|
| 1.   | <p><b>Dacorum planning policy update</b></p> <p>Site Allocations Development Plan Document: inspector's report received and adoption expected in July 2017</p> <p>Single Local Plan: consultation on Issues and Options scheduled for August/September 2017 but if this includes the Council's preferred option, this will be postponed as full Council approval will be needed. Subsequent milestones currently:</p> <ul style="list-style-type: none"> <li>• Pre-submission – April 2018</li> <li>• Submission – October 2018</li> <li>• Adoption – June 2019</li> </ul>   |
| 2.   | <p><b>Presentation of the draft study by PBA</b> (enclosed for reference)</p>  |
| 3.   | <p><b>How employment floorspace and land requirements will be met across SW Herts</b></p> <p>St Albans restated their position with regard to the findings of the SW Herts Economic Study: they do not agree with the FEMA geography identified in that study and do not think the district should be included within the SW Herts Economic Market Area.</p> <p>Three Rivers confirmed that they are due to consult on their new Local Plan (Issues and Options) at the end of June and intend to meet all the district's employment needs, as identified in the SW Herts Economic Study.</p> <p>Watford expect to meet their identified office floorspace needs but have less certainty over whether they can accommodate their industrial/warehousing requirements. It was confirmed that they have yet to finalise their position but expect to this in the next few months.</p> <p>Hertsmere have yet to carry out detailed work on employment land but intend to consult on their Issues and Options plan in the autumn. They noted concern about the impact of office to residential conversions on office supply in the district.</p> |



# MINUTES

| Item | Subject  |
|------|--|
| 4.   | <p><b>Key employment sites in SW Herts</b></p> <p>Green Lane, East Hemel Hempstead (St Albans)</p> <ul style="list-style-type: none"> <li>St Albans are currently in pre-application discussions with the Crown Estate and expect an application in 2017. It is envisaged that c. 10,000 B1a jobs and 1,500 warehousing jobs could be delivered at the site. The site is needed to address St Albans' needs (including replacing stock lost through office to residential conversion and other losses elsewhere in the district). St Albans regard site as sufficiently distinct from existing employment at Maylands to be a viable office location which would meet wider than local needs. They referred to paragraph 7.12<sup>1</sup> of the submitted SLP. St Albans acknowledged that while the site would not be able to deliver employment space now, they expected that once development began it could be built out quickly. They stated that this site should be the key sub-regional site in the short to medium term for delivering new employment space.</li> <li>Hertfordshire LEP expressed surprise at ELAA's draft conclusions that the site was not deliverable for offices and referred to Hatfield Business Park as an example of a site that has been delivered but having similarities, including being in a single ownership. The LEP referred to the inclusion of the site within the Enterprise Zone and the Crown Estate's plans to provide infrastructure at an early stage in development.</li> <li>Dacorum agreed that the single landownership (Crown Estate) at Green Lane was an advantage.</li> <li>Watford stated that they expected Green Lane to serve a different sector of the office market to that of Watford town centre.</li> </ul> <p>SW Kings Langley (Dacorum)</p> <ul style="list-style-type: none"> <li>Three Rivers had no objection to an employment allocation in location</li> <li>St Albans expressed reservation about whether it would come forward for office development, given competing pressures from residential and warehouse development. They also noted that the promotion of two sites for major office development might confuse the market and could prejudice the delivery of Green Lane.</li> <li>Hertfordshire LEP agreed that it was a good site for employment in strategic terms but queried the timing of delivery relative to the Green Lane site.</li> <li>Dacorum acknowledged that Green Lane was much further advanced in the planning process and suggested that the site could be treated as 'safeguarded land' to resolve St Albans' concerns.</li> </ul> <p>Watford junction and town centre (Watford)</p> <ul style="list-style-type: none"> <li>Watford continues to seek to have Watford Junction and the Watford High Street stations treated as a lower Oyster Band to reflect the same zoning that is applied to other areas of the Oyster charging zones. This would make it more affordable for residents and workers to travel on the Oyster network including travel to outer and inner London and would further support the development in Watford. It would also provide a more viable alternative to those currently using their own vehicles.</li> <li>The Watford Junction Development Brief includes 77,000 sqm of employment space (primarily offices) but expects the phases on the eastern side of the Abbey Line will delivered post-2031 due to existing lease issues. Infrastructure investment is also needed to address bridge issues across the railway tracks joining the two sides of the development area.</li> </ul> <p>Leavesden and Maple Cross (Three Rivers)</p> <ul style="list-style-type: none"> <li>Three Rivers' current view was that there was no scope for further offices in Leavesden but suggested there was some potential at Maple Cross.</li> </ul> |



## MINUTES

| Item | Subject   |
|------|---|
| 5.   | <p><b>Memorandum of understanding (MoU)</b></p> <p>It was agreed that Dacorum did not need to consult the other authorities on the final ELAA but that through the DtC discussions, the points raised in the ELAA would need to be taken forward.</p> <p>Dacorum suggested that a MoU or statement of common ground (SoCG) between the SW Herts LPAs would be useful.</p> <p>Hertfordshire LEP stated that, if useful, they would like to be involved in any MoU/SoCG. They referred to one they have signed with Stevenage and another than is in the process of being completed with North Herts.</p> |

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<sup>1</sup> *'The SLP Development Strategy includes a strategic opportunity for future employment development at the East Hemel Hempstead Broad Locations - Mixed Use (SLP 13b). This will provide a significant boost to sub-regional employment land supply. The location and type of development to deliver the employment uses set out in Policy 13b, but no more, meets the test of 'exceptional circumstances' and the required balance of economic, environmental and social considerations in a district wholly bounded by the Green Belt.'*



## Duty-to-co-operate session 2

Dacorum Employment Land Availability Assessment  
11 April 2017

Peter Brett Associates LLP

## Introduction

Peter Brett Associates LLP

## Today's session

- Purpose: update you since our last session in July 2016
- We'd like your feedback and comments
- Informal session
  
- Recap on
  - Study brief and method
  - Evidence/context
  - Property market assessment
- Employment land supply in Dacorum
- Market balance
- Potential allocations

Peter Brett Associates LLP

## Study brief and method

Peter Brett Associates LLP

### The brief

- ELAA is to inform the new Local Plan
- Study to consider provision in terms of
  - Quantity, mix and location
  - Whether new land needs to be identified
  - What existing sites could transfer to other uses
- Focused on B-Class uses
- South West Herts Economic Study is our starting point
  - Published January 2016 – by Regeneris
  - Established the functional economic market area
    - Dacorum, Hertsmere, St Albans, Three Rivers & Watford
  - Set out long-term employment demand for the FEMA

Peter Brett Associates LLP

### The scenarios

- The Council asked us to consider the demand in the SW Herts study
  - 6,300 jobs (2013-36)
  
- And look at three scenarios
  - Dacorum – meeting its own needs
    - 6,300 jobs
  - Dacorum plus – meeting its own needs and more
    - More than 6,300 jobs
  - Dacorum minus – meeting less than its own needs
    - Less than 6,300 jobs

Peter Brett Associates LLP

## SW Herts Economic Study

- The SW Herts study says Dacorum should accommodate
  - Offices: 13 hectares
  - Distribution: 10 hectares
  - Manufacturing: *minus* 10 hectares
- And to remind you - for the whole of SW Herts
  - Offices: 52 hectares
  - Distribution: 30 hectares
  - Manufacturing: minus 31 hectares
- This is the long-term demand for employment land
  - 2013-36

Peter Brett Associates LLP

## Method: site appraisal

- On-the-ground analysis of
  - Existing sites – allocated and other
  - Potential future sites
- To identify the supply of land across the plan period
- And assess its market appeal and deliverability
- Agreed a pro forma with the Council
- Worked with the Council to identify their portfolio

Peter Brett Associates LLP

## Method overview

- First we looked again at **demand**
  - The Regeneris forecast is a fix
  - But it only shows the long-term trend
  - How realistic is as regards the next few years?
  - The SW Herts study did include some market analysis
    - But very high-level
  - We have looked at the current market more closely
  - Tempers the long-term forecast
- We also looked at land **supply**
  - The SW Herts study looked at some sites
    - Only two in Dacorum
  - We made a more comprehensive assessment
- Finally we looked at market balance
  - Does supply meet demand over the plan period?

Peter Brett Associates LLP

## Market assessment: offices

Peter Brett Associates LLP

## Method: market assessment

- We partnered with Aspinall Verdi
- Separated the market into industrial and office
- Work programme
  - Desk-based research
    - Estates Gazette (EGi), Focus etc.
  - Telephone consultation with agents and developers
  - Shared initial findings with local agents
    - Workshop June 2016
    - Testing initial findings
    - Focusing the key questions to answer
- Implications for the sites
  - Particularly Maylands
  - And the potential future sites

Peter Brett Associates LLP

## Introduction

- We need market intelligence to inform our appraisals
- To make sure our recommendations are sound
- This is important because
  - SW Herts study suggests we need a lot of new space
  - But we must avoid oversupplying land
  - The NPPF says
    - Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.*

Peter Brett Associates LLP

## Office market overview

- Key locations
  - Focused in Hemel Hempstead
    - Town centre
      - Mixed fortunes
        - Partly due to PD pressures
    - Maylands
    - Apsley
  - Berkhamsted and Tring
    - Local, small-scale occupiers

Peter Brett Associates LLP

## Apsley

- Smallest office area within the borough
  - 12,000 sqm / 46 units
  - In addition Westside refurbishment
- Occupiers including Epsom and HSBC
- Only 4% vacancy
  - Low compared relative to rest of the Dacorum market
- Attractive to the market because
  - Accessibility – regular trains to Euston
  - Good quality stock – modern, purpose-built
  - Access to quality housing – attractive to directors etc.
  - Local amenities

Peter Brett Associates LLP

## Hemel Hempstead town centre

- Not attractive to occupiers
  - No new build space available
  - Rents too low to make development viable
  - Train station is not in town centre
- Seen as a 'halfway house' location
  - Too close to London but not far enough away
- Cannot compete with
  - Watford
    - Better access and better quality accommodation
  - Milton Keynes
    - Better quality accommodation at lower rents
- And residential development yields better returns
  - Pressure from Permitted Development schemes

Peter Brett Associates LLP

## Kings Langley

- Total office stock 33,000 sqm
  - (Mostly in Three Rivers district)
- Occupiers include
  - EMITEX, Imagination Technologies
- Low vacancy levels
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  - Nothing available within larger units
- Similar attributes to Apsley
  - Accessibility to London
  - Good public transport – to attract staff
  - Access to quality housing – to attract managers/directors
  - Modern, purpose-built stock

Peter Brett Associates LLP

## Maylands

- Good motorway access
  - But poor public transport
  - And not enough car parking
- Relatively unattractive to occupiers because
  - Character of area
    - Mixed industrial and offices
  - No rail station
    - Seen as a big disadvantage
  - Very few amenities
    - (Although this will change – somewhat)
      - Heart of Maylands local centre – under construction
  - Existing stock not suited to modern occupier needs

Peter Brett Associates LLP

## The wider market

- The regional office market is not failing
- There has been speculative development in recent years
  - In core regional cities and the Thames Valley
- Demand from professional services
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- How does Dacorum compare?
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## Identifying the sites

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  - Other existing employment sites
    - 2008 Herts CC database
    - Sites in excess of 0.25 ha or 500 sqm
  - Future employment sites
    - Unallocated
    - Being advanced through 2015 call for sites
- Over 80 sites and clusters in the portfolio

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## Town centre clusters

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Peter Brett Associates LLP

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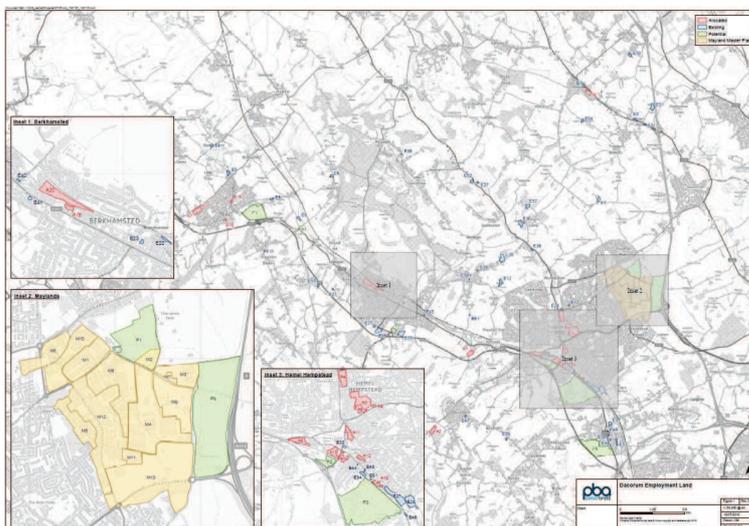
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    - Majority retail permission (Lucas Aerospace)
- And a number of mixed-use allocations
  - In and around HH town centre
  - But we don't expect significant employment (offices)
  - Particularly given the market view
- In practice we think it will be mostly warehousing
  - Current application for c.54,000 sqm B8

Peter Brett Associates LLP



## Any capacity in the allocated employment areas?

- We have identified significant capacity
  - Focused at Maylands
- As well as vacant sites, there is vacant floorspace
  - E.g. Diamond Point / Maylands Point (13,000 sqm)
- And a lot of commitments – for example
  - The Campus / Gyron (7,300 sqm)
    - Phase 1 data centre built
    - But delivery of the office element unclear
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Peter Brett Associates LLP

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- Where sites are underused, pressure for other uses
  - Evidenced by a number of redevelopment schemes
- Should be retained for their current use

Peter Brett Associates LLP

## How do we balance the market?

- The SWHES study provides our starting point
  - Net demand of 105,100 sqm
  - Between 2013-2036
- But we need to factor in changes between 2013 and now
  - i.e. completions
  - This can be positive or negative
  - To get to gross demand
- In looking at supply, we need to consider
  - Vacant floorspace
    - Allowing for churn (c. 5%)
  - Commitments
    - Again, this can be positive or negative
  - Outstanding allocations
    - Together, this is our gross supply
- We are trying to balance gross demand with gross supply

Peter Brett Associates LLP

## What is the potential supply?

- Further employment space on allocated sites
- Changes on existing sites i.e. commitments
- Both positive (gains) and negative (losses)

|                                       | B1 (sqm)       | B2/8 (sqm)     | Total (sqm)    |
|---------------------------------------|----------------|----------------|----------------|
| Additional space on allocated sites   | 28,150         | 86,500         | 114,650        |
| Anticipated losses on allocated sites | -2,275         | -24,630        | -26,905        |
| <b>Net allocations</b>                | <b>25,875</b>  | <b>61,870</b>  | <b>87,745</b>  |
| Committed gains                       | 5,642          | 51,641         | 57,283         |
| Committed losses                      | -28,525        | -24,072        | -52,597        |
| <b>Net commitments</b>                | <b>-22,883</b> | <b>27,569</b>  | <b>4,686</b>   |
| <b>Net allocations + commitments</b>  | <b>5,267</b>   | <b>114,069</b> | <b>119,336</b> |

These numbers may alter in the final draft

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## Balancing the market

- Our site assessments have already identified
  - Scope within existing allocations
  - Commitments
- Completions since 2013 identified from DBC data
  - 35,800 sqm lost comprising
    - B1(a) and B1(b) 24,200 sqm
    - B1(c), B2 and B8 11,613 sqm
- Vacancies
  - Some level of vacancy is normal in a healthy market
  - No hard and fast rules
  - We adopt 5% of total stock as being typical of churn
  - Anything above that can be viewed as potential supply
    - Or be deallocated
  - Vacancies in office stock in excess of 5%
    - This is because of major refurbishments that have taken place
    - So it is reasonable to expect this space to be occupied
    - Potential supply of 33,000 sqm

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## Market balance

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## Market balance - all uses

| Stage 1 - All uses                        |  |         |
|---|--|---------|
| EMPLOYMENT LAND DEMAND AND SUPPLY 2013-36 |  |         |
| Floorspace change (sqm)                   |  |         |
| 1   | DEMAND   | Sqm     |
| 2   | Demand (net change)                                  | 105,100 |
|   | Change since 2013 - completions                      | -35,840 |
| 4 = 2+3                                   | Gross demand   | 140,940 |
| 5   | SUPPLY   |         |
| 6 from surveys                            | Surplus vacant floorspace (=vacancy in excess of 5%) | 33,229  |
| 7   | Extant permissions (net)                             | 4,686   |
| 8 from Plans                              | Outstanding allocations                              | 107,150 |
| 9 = 6+7+8                                 | Gross supply   | 145,065 |
| 10  | FORECAST MARKET BALANCE - 2013-36                    |         |
| 11 = 9-4                                  | Over (or under) supply                               | 4,125   |

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## What does this mean for Dacorum?

- In overall terms this suggests a small oversupply
  - When losses of employment land are factored in
  - There is just enough allocated land to meet demand
  - But it isn't substantial
- But we've broken this down into sectors
  - Office and industrial
- While there is more than enough industrial land
  - Quantitative oversupply of 93,000 sqm
- The office market is very undersupplied (87,000 sqm)
  - Which isn't surprising given the significant losses

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## Our findings on the existing portfolio

- There is little potential in the existing stock
  - Largely well occupied
  - If not, pressure for mainly housing development
  - The allocated sites have been facing pressure
    - Article 4 direction for Maylands offices?
- Although there is significant vacant land at Maylands
  - The market is unlikely to deliver offices
  - Relying on Maylands to do this would be risky
  - Better to take more flexible approach to Maylands
    - At least for vacant land
- So we have looked at a number of potential future sites

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## Market balance - offices

| Stage 2a - offices                        |  |         |
|---|--|---------|
| EMPLOYMENT LAND DEMAND AND SUPPLY 2013-36 |  |         |
| Floorspace change (sqm)                   |  |         |
| 1   | DEMAND   | Sqm     |
| 2   | Demand (net change)                                  | 103,000 |
|   | Change since 2013 - completions                      | -22,883 |
| 4 = 2+3                                   | Gross demand   | 125,883 |
| 5   | SUPPLY   |         |
| 6 from surveys                            | Surplus vacant floorspace (=vacancy in excess of 5%) | 33,229  |
| 7   | Extant permissions (net)                             | -22,883 |
| 8 from Plans                              | Outstanding allocations                              | 28,150  |
| 9 = 6+7+8                                 | Gross supply   | 38,496  |
| 10  | FORECAST MARKET BALANCE - 2013-36                    |         |
| 11 = 9-4                                  | Over (or under) supply                               | -87,387 |

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## Potential sites for allocation

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## Market balance - industrial

| Stage 2b - industrial                     |  |         |
|---|--|---------|
| EMPLOYMENT LAND DEMAND AND SUPPLY 2013-36 |  |         |
| Floorspace change (sqm)                   |  |         |
| 1   | DEMAND   | Sqm     |
| 2   | Demand (net change)                                  | 1,900   |
|   | Change since 2013 - completions                      | -11,613 |
| 4 = 2+3                                   | Gross demand   | 13,513  |
| 5   | SUPPLY   |         |
| 6 from surveys                            | Surplus vacant floorspace (=vacancy in excess of 5%) |         |
| 7   | Extant permissions (net)                             | 27,569  |
| 8 from Plans                              | Outstanding allocations                              | 79,000  |
| 9 = 6+7+8                                 | Gross supply   | 106,569 |
| 10  | FORECAST MARKET BALANCE - 2013-36                    |         |
| 11 = 9-4                                  | Over (or under) supply                               | 93,056  |

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## Potential future sites

- We looked at five sites within Dacorum
  - (And one outside)
- Size ranges between 0.46 ha to 96 ha
  - But most larger sites expected to be mixed-use
- Set out our views on the larger sites / with potential
- Important to note that these views are policy-off
  - So we know they are all within the green belt
  - But we are looking at it from an employment land perspective
  - The Council will have to balance these matters

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## Land adjacent to Shendish Manor, Apsley

- 96 ha site submitted for mixed-use development
- Employment potential on eastern boundary
  - Buffer to mainline railway
- Proximate to existing employment at Apsley
- Limited interest from market
  - Not viewed as an office location
- Constrained
  - Heritage issues
  - Near to the station
  - But road access issues
  - Limits potential for development
- We don't see this as location for employment development



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## South west Kings Langley

- 47 ha agricultural land – west of the village
- Owned by HCC
  - Likely to be promoted for residential
- We think there is scope for office use on site
  - Proximity to existing employment in Kings Langley
  - Access to public transport and amenities
  - Also M25 access
  - If pre-let secured, viable
- Office as preferred use
  - Could be contingency for wider SW Herts needs?



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## Land north of Two Waters, Hemel Hempstead

- Approx. 10 ha – in agricultural use
  - But we've focused on 5.6ha
- Proximate to existing employment uses at Two Waters
  - Range of employment uses here
  - But there has been market pressure for alternatives
    - Retail, residential
- Access
  - Good by road (A41 junction)
  - But access to rail poor
    - Could be improved
    - Similar issues as HH town centre
  - Likely to limit its attractiveness
- Potential for mixed-B uses
  - Could include some office
  - But unlikely to be significant
  - Meeting local needs



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## Green Lane, East Hemel Hempstead

- Outside Dacorum but extension to Maylands
- 55 ha green field site
- Being promoted by Crown Estate
- St Albans anticipate 8,000 jobs
  - Draft SLP
- Office potential?
  - Same as Maylands
  - Limited potential
  - B8 uses more likely
  - Meeting sub-regional needs?
  - Might reduce overall jobs delivered



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## Land at Dunsley Farm, Tring

- 39 ha site – currently in largely agricultural use
- HCC-owned
- Some local industrial occupiers there
  - Historic, rather than planned
- Not viewed as an office location by the market
- Potential for local industrial uses
- So unlikely that all should be allocated



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## What does this mean for the supply?

- (Setting aside East of Hemel/Green Lane)
  - Outside Dacorum
- Within Dacorum, there is significant theoretical capacity
- On four sites: over 460,000 sqm
- This vastly exceeds net demand (140,000 sqm)

| Site                     | Use     | Site area (ha) | Floorspace (000 sqm) |
|--------------------------|---------|----------------|----------------------|
| Dunsley Farm, Tring      | Mixed B | 38.8           | 155                  |
| East of A41, Two Waters  | Mixed B | 5.6            | 22                   |
| South west Kings Langley | Office  | 46.6           | 280                  |
| New Ground Farm, Aldbury | Office  | 0.5            | 3                    |
| <b>Total</b>             |         | <b>91.5</b>    | <b>460</b>           |

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## The challenges

- The main challenge is delivering office uses
- There's no one strong office location in Dacorum
- But the forecasts suggest 13 ha needed
  - And this assumes no further losses
- Kings Langley site should be considered for allocation
- Otherwise we lack capacity attractive to the market
- The industrial demand is simpler
  - Huge demand in the market
    - Not likely to be fully captured by the forecasts
  - Likely to be able to accommodate more than local needs
  - Particularly if more industrial units are allowed at Maylands
- Need to allocate local quality sites (>3,000 sqm) as well
  - A41 corridor has potential
  - But scale limited

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## The Council's scenarios

- Remember we are considering three scenarios
  - Dacorum, 'Dacorum plus' and 'Dacorum minus'
- Quantitatively
  - For offices we have capacity for 13 ha
    - (the Dacorum scenario)
  - For industrial we also have the capacity
    - Only small net increase in industrial
    - And we have capacity for more
    - (the Dacorum plus scenario)
- Qualitatively
  - For offices there is a question mark
  - For industrial there are two policy choices
    - Do we want Dacorum plus?
    - Special policy to support smaller units?

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## Dacorum's response

- The Council could meet its needs by further allocations
  - This would require release of land from the green belt
  - So they must demonstrate exceptional circumstances
  - They must also balance employment against other uses
    - Particularly housing
- Kings Langley is the key site to consider
  - This is substantial and could meet the borough's needs
    - ('Dacorum')
  - And more land could be allocated to wider needs
    - ('Dacorum plus')
  - But the site is on the boundary with Three Rivers
    - So it is difficult to be clear cut about what needs the allocation would meet
  - The stance taken on Kings Langley depends in part on where neighbouring authorities are in meeting their needs

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