

## Borough

AMR 2006/07	Sustainable Community Strategy 2008	East of England Plan 2008
<p>Para 4.6: Over a quarter of employees are employed in the banking or distribution sectors. This is the largest single employment sector. Since 2004, the largest growth in employment (of 12%) has been in the public administration, education and health sector. The 'other services' sector experienced the largest reduction (of 25%).</p>	<p>Page 11: Encourage businesses to work more effectively together, to support development opportunities and encourage full employment.</p>	<p><b>Policy E1 - Job Growth</b> net jobs growth target for Hertfordshire of 68,000.</p>
<p>Para 4.9: During 2006/07, almost half of new business development within the Borough was B8 purposes. New employment floorspace located in General Employment Areas (GEAs) exceeds 80% of the total floorspace for all new business development. Overall the amount of new business floorspace within the Borough is significantly lower than over the past two monitoring periods. This is primarily due to the lack of B8 'shed' style developments coming forward. These accommodate very high levels of floorspace within a single development.</p>	<p>Restore confidence and raise the profile through delivery of the Maylands Masterplan.</p>	<p><b>Policy E2 - Provision of Land for Employment</b> LDDS should ensure that an adequate range of sites / premises (including land within mixed use areas and town centres) are allocated to accommodate the full range of sectoral requirements. Sites of sufficient range, quality and quantity to cater for relevant sectors should be provided at appropriate scales within urban areas, market towns and key rural centres.</p>
<p>Para 4.12: Almost three-quarters of land comprising the Local Plan Employment Proposal Sites remains undeveloped. This is unchanged from the last monitoring period (2005/06). A large proportion (78%) of this outstanding land supply is accounted for by Site E4, to the north east of Hemel Hempstead.</p>	<p>Developing infrastructure that encourages good business practice</p>	
<p>Para 4.13: However, the figures do indicate that a significant amount of both B1 and B8 development remains unimplemented. Whilst the level of unimplemented permissions for B2 uses is considerably lower (at just over 4,000sqm), the development of Employment Proposal sites E3, E5, E6 and the remainder of E2 would provide additional future capacity for B2 uses.</p>		
<p>Para 4.15: Over 60,000sqm of employment land was lost within the monitoring period, approximately 87% of which was within General Employment Areas. The majority of these losses are accounted for by buildings being knocked down and replaced by similar buildings, as part of the recovery from the Buncefield explosion.</p>		
<p>Para 4.16: Only 9% of losses of employment land were due to residential redevelopment. A large proportion (68%) of these losses were on sites that are specifically designated in the Local Plan for conversion from employment to residential uses. There were no losses of land within general Employment Areas to residential.</p>		

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Employment Study 2005	London Arc Employment Study 2009	Transport Study 2006
Para 3.16: Dacorum has 25% of jobs in knowledge-based industries, an even higher proportion than Hertfordshire as a whole;	Appendix 5, Table 1: Forecasts suggest that there will be a significant increase (26%) in jobs in Dacorum between 2006 and 2031. This equates to just over 18,000 additional jobs and covers jobs in all sectors, not just the B classes.	Para 4.6: All non residential development with significant parking implications should be in locations with good access to means of travel other than the car.
Para 3.22: Office jobs in Dacorum account for around one quarter of all jobs, slightly above the national average of 23%. The share of warehousing jobs is 12% in Dacorum. This is above the national benchmark of 7%.	Appendix 5, Tables 2 and 3: There is predicted to be a small decline in the proportion of these jobs provided by the storage and distribution sectors (-4%) and a more marked decrease in jobs within the industrial sector (-32%).	Para 4.6: The travel needs of employees should be catered for either by public transport or, to the extent that car usage is necessary, by car sharing.
Para 3.67: ICT industries in Dacorum are one concentration of high-tech industry which could have considerable growth potential in the future.	Appendix 5, Table 4: Between 2006 and 2031 Office jobs are predicted to rise significantly - with an increase of 12,400 jobs in Dacorum (2006-2031). This is the highest predicted increase in the whole of the Hertfordshire London Arc, and reflects the designation of Hemel Hempstead as a Key Centre for Development and Change (KCDC).	Para 4.15: The guidance states that a green travel plan will be required for planning applications for places of assembly in Use Class D2 over 1,000 sq m gross floor area (GFA), business uses over 2,500 sq m GFA and factories and warehouses over 5,000 sq m GFA
Para 3.69: Measured against national and regional standards, the sub-regional and local economies of SW Herts have no major disadvantages or deficiencies that employment land policy should aim to rectify. The one exception is commuting which is excessive.	Table 7.7: A large proportion of jobs growth is expected to be in the Non-B Class employment (I.e. jobs not based in factories, warehouses or offices). The sectors expected to experience the greatest increases are - construction, hotels and catering, business services, health and education.	
Para 3.71: Overall, the analysis suggests that the objectives of employment land policy should focus on preserving and enhancing existing advantages, and making the most of future opportunities, rather than solving problems.	Tables 7.12 and 7.13: Assuming that all of the existing unimplemented employment designations come forward and the Gateway land in hemel Hempstead is developed, the report recommends that we (a) lose / relocate c10,000sqm of B2 and B8 floorspace to other uses; and (b) provide an additional c22,300sqm of new B1 floorspace.	
Para 3.72: Industries that are well represented in Dacorum include high-tech services, especially computing, FBS and warehouse distribution.	Study concludes for Dacorum that there is little demand for additional employment land in the short term, but the potential need for additional employment land (predominantly for B1 uses) after about 2026. The Borough can consider reallocating some of the poorer / least well located employment land for housing and other used, provided that additional employment land is allocated through the LDF to meet medium to longer term needs.	
Para 4.4: Dacorum has the largest office stock in SW Herts and in the county overall.	The recommended policy approach is that more land needs to be allocated for employment uses (predominantly B1, but that this land will not be required immediately; Hemel Hempstead should be the focus of new jobs growth due to its designation as a KCDC and focus for housing development; the creation of a new high quality business park at Hemel Gateway is supported, as this will help meet the increased demand for floorspace; opportunities within the town centre for office development and redevelopment should also be promoted, to complement the out-of-town provision which is focussed at Maylands.	
Para 4.15: However, demand in Dacorum has been more subdued, with the only evidence of any significant transactions over the past 18 months being Toshiba's 2,137 sq m (23,000 sq ft) requirement for space. This was being satisfied at The Campus in September 2004 at a reported rent believed to be around £17.50 per sq ft. The lack of demand for good quality office space in Dacorum reflects a difficult market, particularly in light of Kodak's reported plans to move from their 16,260 sq m (175,000 sq ft) office in the town centre.		
Para 4.30: In summary, SW Herts represents an important office market for Hertfordshire as whole. The market perception of Hemel Hempstead as an office location is poorer when compared with Watford and Three Rivers, partly because the town does not have a clearly defined office area.		

## Borough

### Employment Study 2005

Para 4.32: Furthermore, there is a relatively plentiful of supply of land for office development, which is unlikely to be absorbed in the short term given current market conditions. However, both market evidence and formal property forecasts suggest that the market is in the early stages of a modest recovery. However, there maybe more significant structural changes taking place which may result in less demand for land in the future.

Para 4.36: Dacorum has the largest built warehouse stock in SW Herts and in Hertfordshire as a whole. This stock is mainly concentrated in Hemel Hempstead, which is the only location among the three boroughs that caters for large-scale (over 10,000 sq m) industrial and distribution occupiers.

Para 4.59: Dacorum is the largest industrial market in SW Herts, accounting for more than half the area's industrial stock, with Hemel Hempstead being the main industrial market. Although Watford has attracted some sizeable occupiers recently, in general Hemel Hempstead is the main location in SW Herts catering for large-scale users and indeed one of the main distribution locations around the M25 and southern end of the M1.

Para 6.9: Dacorum borough has a large proportion of good or average quality employment areas. This is a function of the concentration of the employment land in one place (i.e. North East Hemel Hempstead), its proximity to the strategic highway network and its separation from sensitive residential areas. The poorer quality employment areas are situated in the Two Waters/Apsley area.

Para 6.10: The smaller settlements in the borough, such as Berkhamsted and Markyate, also benefit from some good quality employment areas that provide a valuable source of accommodation for smaller businesses.

Para 8.2: Overall, the analysis suggests that the objectives of employment land policy should focus on preserving and enhancing existing advantages, and making the most of future opportunities, rather than correcting disadvantage.

Para 8.16: A key task of the planning system will be the management of existing employment sites and areas, to ensure that enough land is protected from the pressure of higher-value uses and to facilitate the renewal or replacement of space which becomes obsolete.

Para 8.18: The North East Hemel Hempstead employment areas are good quality employment areas in accessibility terms but it will be necessary to address the congestion problems and the reliance on the private car, particularly if the usage of the area is to be intensified.

Para 8.18: North East Hemel Hempstead is a major employment location in the South East but operates in a competitive market. Whilst the area undoubtedly has advantages particularly for the distribution sector, office occupiers will be more footloose. It is important to consider what makes North East Hemel Hempstead special as place to work and do business. At present, it lacks social amenities and this affects its overall attractiveness as an employment location. Nash Mills is an established employment site located alongside the River Gade for historic reasons. It is located in a sensitive environment and the costs of any future redevelopment are likely to be high.

## Hemel Hempstead

<p style="text-align: center;"><b>Employment Study 2005</b></p>	<p style="text-align: center;"><b>London Arc Employment Study 2009</b></p>
<p>Para 4.5: Hemel Hempstead's office market is relatively dispersed. In particular, while the main location is along Maylands Avenue, there are also significant amounts of office accommodation along Boundary Way and other roads, in what is a largely industrial/distribution employment area. Moreover, Hemel Hempstead town centre does not have a clearly defined core office area and the town does not have an out of town business park. Major office occupiers in the town include electronic retailer Dixon's to the north of the town on The Campus business park, and printer manufacturer Epson.</p>	<p>Hemel Hempstead should be the focus for new employment growth due to its designation as a Key Centre for Development and Change (KCDC).</p>
<p>Para 4.9: In Hemel Hempstead, annual office take-up in each of the past two years, 2002 and 2003, was only around half the level recorded in 2001, according to Property Market Analysis (PMA).</p>	<p>Para 6.50-6.51: The creation of a new high quality business park at Maylands Gateway is supported, as this will help meet the increased demand for floorspace and is considered to be a preferable location to the existing Key Employment site location off Three Cherry Trees Lane.</p>
<p>Para 4.12: Most demand over the past few years has been for small to medium-sized units, with some 60% of all floorspace transacted in Hemel Hempstead between 1999-2003 being in units below 2,320 sq m (25,000 sq ft).</p>	<p>Tables 6.1 and 6.2: Specific sites in Hemel Hempstead that could be considered for redevelopment for mixed use are Nash Mills, Frogmore and Doolittle Meadow. If any of this land is lost however, compensatory additions are recommended to ensure that the overall land supply position is not affected. (Only strategic sites of &gt;4,000sqm were directly referred to in this study).</p>
<p>Para 4.37: Hemel Hempstead's core industrial area is concentrated to the north east of the town centre, close to junction 8 of the M1 around the Maylands Industrial Estate. While parts of the Maylands Industrial Area dates back to the 1960s, much of the older accommodation has been redeveloped to provide purpose-built facilities and modern industrial units. The industrial area comprises both large complexes for major employers, and estates catering for smaller local employers.</p>	<p>Page 81: Opportunities within the town centre for office development and redevelopment should be promoted, to complement the out-of-town provision.</p>
<p>Para 4.45: Hemel Hempstead is a prime location for large distribution operators.</p>	
<p>Para 6.12: The current Local Plan subdivides North East Hemel Hempstead into four sections, referred to as Swallowdale, Maylands, Maylands Avenue and Buncefield. Such a large concentration of employment uses is unusual and reflects the planned nature of the New Town of Hemel Hempstead. In addition, there is the Key Employment Site of Three Cherry Trees Lane to the north east of the main employment area, which has been specifically identified as a long-term opportunity site for Specialised Technological Activities (STAs). This is the only new land identified specifically for B1 development in the borough. Development opportunities for new employment floorspace therefore will arise largely from the recycling of existing employment land. There is evidence of continual recycling throughout the employment area, such as the former Dexion site, which is now being redeveloped by Gazeley for distribution warehousing, and the Peoplebuilding on the former Lucas Aerospace site, Maylands Avenue.</p>	
<p>Para 6.13: In qualitative terms, the employment areas to the north east of Hemel Hempstead are all of good or average quality. The area benefits from excellent strategic accessibility, being adjacent to junction 8 of the M1, and is relatively unconstrained by sensitive neighbouring uses due to the planned nature of the town. The location of this employment area makes it particularly attractive to large distribution uses that can capitalise on its pivotal position on the strategic road network and the pressure of demand for large sites for distribution uses is likely to continue.</p>	
<p>Para 6.15: However the main problem affecting the employment site to the north east of Hemel Hempstead is that the area scores poorly in sustainability terms. It is reliant on the private car and as a result, suffers from acute congestion at peak times, with associated congestion on the main highway network approaching the estates. Maylands Avenue is particularly congested, with heavy traffic throughout the day. Also, the area currently lacks supporting services such as local shops and leisure facilities (other than the new Esporta at Peoplebuilding) that would improve the overall working environment.</p>	
<p>Para 6.16: The Paradise employment area is designated as a Core Office Location in the Local Plan. It is situated on the edge of Hemel Hempstead town centre and is therefore more sustainable than the town's other employment areas. Despite its central location, the site is relatively unconstrained by neighbouring uses, although there is a housing proposal site (H21) adjacent to the Royal Mail depot. Despite its core office designation in the Local Plan, the estate is currently a mixed employment area, comprising the postal sorting office, small-scale office accommodation and workshops. It provides a good source of accommodation for smaller companies, providing services for local residents and businesses (e.g. car maintenance, tool hire etc) and has good linkages with the town centre. Office uses are therefore the most suitable functions for this site, although a degree of flexibility should exist to enable other B1 uses to continue here.</p>	
<p>Para 6.17: To the south of Hemel Hempstead town centre, overlooking the 'magic roundabout', is the Corner Hall Core Office Location. This is a good quality employment site that is suitable for a range of employment uses; particularly office uses which relate well with the adjacent town centre and the residential uses on Lawn Lane.</p>	
<p>Para 6.18: The Two Waters Industrial employment area consists of two sites on either side of the A41. Both sites have good strategic and local access to the A41 and both have good commercial prominence, being situated overlooking a main junction approach to Hemel Hempstead. There is some potential for conflict with neighbouring houses (e.g. dwellings on London Road frontage), but overall the areas are relatively self-contained; the Two Waters (east) area has its own access road, Riversend Road, and is separated from the nearby housing areas by Featherbed Lane.</p>	

## Hemel Hempstead

### Employment Study 2005

Para 6.19: The Apsley Industrial Estate employment area, off Kents Avenue, is an average quality employment site, suitable for a range of small-scale light and general industrial uses. Strategic access to the site is poorer than the Two Waters sites, as the London Road through Apsley is rather narrow and suffers from congestion. However the site is relatively unconstrained by adjoining uses, being bordered by the railway line, open space and a community facility, and the site currently provides a valuable source of small commercial units, all of which are occupied and fit for purpose.

Para 6.21: As an office location, Doolittle Meadows is some distance from the main urban centre. Although the area suffers from congestion, it is close to the M25 and is also close to Apsley mainline railway station, which provides a direct service to London Euston. There are currently approximately 10,000 square metres of vacant office floorspace on this site. In terms of alternative employment uses, the site is in close proximity to housing and would therefore not be suitable for general industrial or warehousing uses.

Para 6.22: The Frogmore employment area currently comprises a mixture of small and medium sized industrial units, however the site is constrained by poor access through Apsley town centre to the south and through a residential area to the north. Nevertheless, the area is well used and appears to be fully occupied, indicating that the site offers accommodation that is fit for purpose. The Frogmore Mill element of the employment area has been earmarked to form part of the Paper Trail heritage proposals for the area, funded by the Council and EEDA.

Para 6.23: Nash Mills is an old, established paper mill that is currently operated by high-quality paper manufacturer Sappi Europe. Sappi is likely to remain on this site; therefore the land should remain as an employment designation. However, the site is in a peripheral location and although it is close to junction 20 of the M25, it has relatively poor local access, and is adjacent to housing. Costs associated with redeveloping the site are likely to be high, owing to the historic industrial use of the site and the sensitive nature of the surrounding environment.

Para 6.39: Hemel Hempstead is, unsurprisingly, the most significant town centre in the borough, with 81,000 square metres of office floorspace in the central area. About a quarter of this total is contained within a number of large buildings, in particular Kodak House, and Dacorum Civic Centre offices. Further concentrations of office floorspace are located along Waterhouse Street, The Marlowes and Selden Hill. There is currently approximately 5,000 sq m of office floorspace on the market in the town centre (outside the allocated employment areas), representing 6.2% of the total stock in the town centre. This figure is lower than the vacancy rate for the overall borough, indicating that there is not an oversupply of office floorspace in central Hemel Hempstead.

Para 6.42: Despite the loss of Kodak Despite this, it is important that the town has a sufficient balance of office floorspace, both in town and out of town. One of the characteristics of the current office market in Hemel Hempstead is that much of the floorspace on offer is a homogenous product, dominated by large out of town, campus style offices. Town centres make an important contribution to the overall diversity and mix of employment floorspace, particularly in the supply of small and medium sized office units. The town centre attracts a broad range of occupiers and is particularly suitable for professional services such as lawyers, accountants, surveyors and financial advisors. In sustainability terms, it is desirable that office functions be located in town centres with good access to public transport facilities. Furthermore the Riverside development will improve the retail and leisure facilities in the town centre making it an increasingly attractive place to work. The supply of office space in the town centre should be monitored to ensure that suitable sites/floorspace are not lost to other uses. Office accommodation should only be released to other uses where it is no longer suitable for employment uses and its redevelopment for such uses would not be commercially viable.

Para 6.48: With regard to the Spencers Park site at Three Cherry Trees Lane, from a market perspective, the most suitable commercial land use for the site is as a warehousing/distribution centre. It is on the edge of an existing industrial area and, provided that the current site access problems can be overcome (which is essential infrastructure for any form of development on this site), has all the attributes of a strong distribution location, being a self contained site that is close to the M1.

Para 6.53: The Maylands Avenue area currently lacks support facilities such as local retail, catering, leisure and other supporting activities that enrich the working environment. Locating the STA/science park in this area could be used as a catalyst to encourage the development of these facilities, as well as providing a local working population that would support these facilities.

Para 6.54: The North East Hemel Hempstead employment areas are good quality employment areas in accessibility terms but it will be necessary to address the congestion problems and the reliance on the private car, particularly if the usage of the area is to be intensified. Ancillary facilities in North East Hemel Hempstead are currently inadequate for the size of the daytime population. There are no meaningful retail outlets in the area and restaurants are mainly on-site cafeterias. North East Hemel Hempstead is a major employment location in the South East but operates in a competitive market. Whilst the area undoubtedly has advantages particularly for the distribution sector, office occupiers will be more footloose. It is important to consider what makes North East Hemel Hempstead special as place to work and do business. At present, it lacks social amenities and this affects its overall attractiveness as an employment location. Hemel Hempstead town centre is a valuable source of office supply and the balance between in-town and out-of-town provision should be maintained.

Para 7.2: Our first point is that the Gateway site is of sufficient size and in the right location to be a 'high quality/impact' employment site. The site is in a prime location and could be developed to make a positive statement about Hemel as an employment location. It does not do this now.

Para 7.5: There are obvious traffic implications of park and ride in this location and we have no information to judge whether the possible site we have indicated might be suitable from a highway perspective. Highway issues are of concern.

Para 7.7: Redevelopment of the Gateway site is likely to require additional highway works, the cost of which will need to be met by the development. The possible scale of these and their impact on the potential development of the site are issues for later detailed consideration and lie outside our brief.

Para 7.8: However, we do have reservations about the potential to create a true science/technology park in Hemel. Without an association with a higher education or other 'driver', there is no particular reason for such a scheme to succeed here.

Para 7.11: Taking into account the conclusions of the Employment Land Study however, we do not consider that the development of the Gateway site should come forward if both the Leavesden Park and Spencer's Park allocations are taken up. There is therefore no scope in the foreseeable future to justify the development of the Gateway site in addition to existing commitments. We would only envisage the site coming forward as an alternative to Spencer's Park; either as a science park, or a broader based office development.

## Berkhamsted

### Employment Study 2005

Para 6.24: There are three employment areas in Berkhamsted, all of which are principally light or general industrial locations. We have assessed all of the employment areas in this settlement as good quality.

Para 6.25: Northbridge Road is a high-density employment site accommodating a range of small and medium sized light and general industrial units, together with some new units that have recently been developed on proposal site E1. While strategic access to Berkhamsted is not as good as Hemel Hempstead, the settlement is close to the A41 and local access to the employment site is good. This estate is relatively unconstrained by neighbouring residential uses, being sandwiched between the canal and the railway line, and is therefore suitable for the full range of employment uses.

Para 6.26: Opposite Northbridge Road is the River Park industrial estate. This is also a good quality location, benefiting from similar attributes to Northbridge Road. The site is, however, rather narrow so it is only suitable for small units.

Para 6.27: Billet Lane is a mixed-use employment area that has good road access and benefits from a prominent frontage onto the High Street. It is separated from the other employment areas by the canal, and the river Bulbourne runs through the site, which may impose restrictions on its future redevelopment. The site is so far unconstrained by conflict with adjoining sensitive uses, although land adjacent to it has recently been allocated for housing development in the Local Plan. The development of housing on the adjacent site should be designed sensitively so as not to impose unnecessary restriction on industrial occupiers.

## Tring

### Employment Study 2005

Para 6.28: There are three employment areas in Tring, all of which should remain in employment uses. The best employment site is the Icknield Way industrial estate on the north western corner of the town. This estate is close to the A41 dual carriageway, and has good local access. There is some potential for conflict with neighbouring uses, with housing on the southern and eastern boundary of the estate, but its current layout has been designed in a way to minimise any disruption and otherwise the site is surrounded by open Green Belt land. It is therefore a good quality employment site, the best in Tring. There is potential for this employment site to be expanded, but as this area is primarily an industrial location, the identification of further land here may not be necessary in the longer term, bearing in mind the projected decline in industrial/warehouse employment. Nevertheless, this is an option to consider should employment land be lost elsewhere in the settlement.

Para 6.29: The Akeman Street employment site is of average quality, but it is heavily constrained by poor road access via narrow town centre streets and is surrounded on all sides by housing. This site can function effectively as an employment site in its existing form and is currently in active use, providing a valuable source of small business floorspace in the town.

Para 6.30: Likewise, the Brook Street employment site is also subject to similar issues. The site is constrained in access terms, although is more prominently situated than the Akeman Street site. The site is surrounded by housing, and is a high density, compact site with limited car parking and space for unloading. Furthermore, the buildings are listed, which will impose additional cost constraints both on their continued use and eventual redevelopment. However, as with Akeman Street, it provides a useful source of smallscale workshop floorspace and appears to be fully occupied, indicating that there is a healthy demand for this type of floorspace in Tring. The site therefore seems to function effectively as an employment site.

Para 6.31: While there are deficiencies in the two smaller employment sites in Tring, in the interests of sustainability, they should remain allocated for employment uses. To lose them to other uses would leave Tring with very limited employment provision, which would be detrimental in sustainability terms and would lead to further out commuting. Tring is a settlement that is relatively isolated from other urban areas in the borough, yet is of sufficient size to require some local employment land provision. In the longer term, both Akeman and Brook Street employment areas could be suitable for live/work units. They are both small sites and the existing workshops on Brook Street may have potential for conversion to an attractive live/work environment while retaining their historic character.

## Kings Langley

### Employment Study 2005

Para 6.56: high quality employment areas include the Home Park employment area to the east of Kings Langley, which has excellent access to the M25 and is part of a wider concentration of employment uses.

Para 6.61: Access to M25 is seen as key attractor to area.

Para 6.69: Kings Langley has a large concentration of employment land for the size of the settlement. The bulk of the town lies within Dacorum borough, but the employment areas are in Three Rivers and are concentrated along Primrose Hill between the West Coast Mainline railway line and the Grand Union Canal.

Para 6.70: The employment areas in Kings Langley are the Happy Valley Industrial Estate, Kings Park, the CCS lorry-servicing depot on Primrose Hill, Home Park Industrial Estate and Junction Park on Bridge Road.

Para 6.71: In qualitative terms, the best employment area in Kings Langley is the Home Park industrial estate on Home Park Road. The northern part of this estate is occupied by Imagination Technologies. The area to the south of Home Park Road is vacant, and was formerly occupied by AstraZeneca.

Para 6.72: For distribution/warehousing uses, it is less attractive than Hemel Hempstead, which is the best and most commercially desirable location in South West Herts owing to its proximity to the M1/M25 junctions, which is seen as one of the most important industrial locations around the M25.

## Bovingdon

### Employment Study 2005

Para 6.37: The Bovingdon Brickworks is Major Developed Site in the Green Belt and its use has arisen because of the clay pit, which provided raw materials for the brickworks. The site is a low density development occupied by the brickworks, EH Building Materials and Gilbert's Motors car showroom and other associated uses. As an employment location, this area is poor quality. Access to it is via the B4505, though the site is in a remote rural part of the borough. Nevertheless, the site is in active use and provides a valuable source of local employment. The identification of this site as a major developed site in the Green Belt is sensible as it eases some of the restrictions that would otherwise hamper the existing use of this site.

### London Arc Employment Study 2009

Para 6.14: Major Developed Sites in the Green Belt, such as Bovingdon Brickworks, often serve the lower end of the market and if they became vacant may not be attractive to developers. However, they are established estates which in their present state seem well occupied.

## Markyate

### Employment Study 2005

Para 6.33: The Markyate employment area is of average quality and has good strategic access being located directly on the A5. It is a relatively high density industrial area comprising of a number of dated industrial buildings. It is a secondary location, being some distance from the main settlements, but does benefit from easy access to the M1. There is potential for conflict with neighbouring uses as the site is surrounded by housing and town centre uses, although this is minimised as the main access to the site is via the A5.

Para 6.34: This employment area is the only source of employment floorspace in Markyate and the settlement is relatively isolated from other towns in Dacorum and surrounding borough's and therefore provides a sustainable local employment area. Part of the site has been identified for release for housing; any resulting development should be designed in such a way that would not compromise the future employment use of the remaining employment land.

## Countryside

Employment Study 2006	London Arc Employment Study 2009
<p>Para 6.35: There are two Green Belt employment areas; these are the Bourne End Mills site just off the A41, and Bovingdon Brickworks.</p> <p>Para 6.36: Bourne End Mills is designated as a Major Developed Site in the Green Belt in the Dacorum Local Plan, and is a reasonable quality employment site that is suitable for a range of industrial and warehousing uses. The site has excellent strategic and local access, being situated just off the A41 dual carriageway. Situated on the edge of Bourne End, there are some dwellings nearby, but as the link between this site and Bourne End Lane has been closed off, there is limited potential for conflict to arise between these uses. The existing buildings on the site are dated and some appear to be nearing the end of their useful lives. Being situated in the Green Belt, there is limited potential to intensify the use of this site, and the need for high quality design will impose additional costs on any redevelopment of this site. Nevertheless, the site is fully occupied and appears to be a popular location for a range of engineering, metal works and accident repair companies, and should be retained as an employment allocation.</p>	<p>Para 6.14: Major Developed Sites in the Green Belt, such as Bovingdon Brickworks, often serve the lower end of the market and if they became vacant may not be attractive to developers. However, they are established estates which in their present state seem well occupied.</p>

## Growth Areas

Retail and Leisure Study 2006	London Arc Employment Study 2009
<p>Para 9.73: Maylands Avenue should be considered as a location for a new local centre as this would benefit it as an employment area. The centre would need to be accessible from the employment area, and by car from nearby residential areas, and would ideally contain a food store (possibly a discount supermarket) and a number of smaller shop units for other retail and service uses.</p>	<p>Hemel Hempstead should be the focus for new employment growth due to its designation as a Key Centre for Development and Change (KCDC).</p> <p>Para 6.50-6.51: The creation of a new high quality business park at Maylands Gateway is supported, as this will help meet the increased demand for floorspace and is considered to be a preferable location to the existing Key Employment site location off Three Cherry Trees Lane.</p>