

Maylands Masterplan Plus

Appendix B: Immediate Opportunities Plan 13.09.2024



Working with



Revisions tracker

Revision	Date	Description
-	24.05.2024	Draft issue for internal review by consultant team
A	07.06.2024	Final issue
B	13.09.2024	Revised final issue

Contents

01 Introduction	4
02 Immediate Opportunities Plan	5
03 Transport Opportunities	12

Introduction

To create an Immediate Opportunities Plan, our first goal was to define what can be considered to be an “immediate opportunity”. It is assumed that an Immediate Opportunity should be capable of being deliverable within five years and that a combination of the following site characteristics would determine whether or not specific sites would meet this five year delivery timescale:

1. Vacant site/building, or with a lease event within the next 18 months that could make the site vacant
2. Single ownership
3. Commercially suited to current, rather than aspirational market opportunities – for example, logistics and industrial, which are the most likely uses to be feasible and viable in the short term
4. No significant infrastructure requirements or enabling works that are apparent
5. Appropriate planning designation, allocation or consent, which is aligned with the commercial potential
6. An underutilised site that has potential for intensification without wholesale redevelopment

Clearly the more of these factors the site has in its favour, the more likely it is to be deliverable in the next five years, with criteria 1-3 being the most important likely determinants of whether a site is deliverable within five years.

On this basis, these criteria have been used to rate sites with development potential that were identified

on our site visit, with the individual combination of factors present on each site leading to it to be assessed as follows:

- **Green:** Most likely to come forward, likely because it either has many of the factors above, or has a preferable combination of those factors that leads to short-term delivery being likely.
- **Amber:** Short term development somewhat less likely, but possible. This may meet – for example, the “Single Ownership” consideration, but not have any planning allocations, applications or designations against it.
- **Red:** Longer term developable sites which have been disregarded as they do not meet the definition of “Immediate Opportunity”: Such sites may have multiple landholders, occupiers on long leases, or be in buildings that remain useable longer term.

Green and Amber sites are identified and described on the following plan and in the table on the following spread.


In addition, an assessment of transport related infrastructure to support the delivery of the IOP sites has been undertaken and is set out below.


Sites:


1. HOSL Land (Northern Portion)
2. Furnell Lorry Park
3. Holywell Skip Hire
4. Framework Scaffolding Site
5. Hemel One Building
6. Spencers Park Phase 2
7. East Hemel Hempstead³
8. Boundary Way Caravan Site
9. Peoplebuilding 2

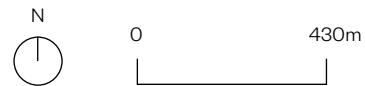
3. Part of the site could be a short term opportunity, but significant proportions will not be developable in the short term timescales of fewer than five years as used for this report due to infrastructure requirements and scale of development required to complete the site.

Immediate Opportunities Plan

 Sites most likely to come forward, likely because it either has many of the factors above, or has a preferable combination of those factors that leads to short-term delivery being likely.

 Short term development somewhat less likely, but possible. This may meet - for example, the "Single Ownership" consideration, but not have any planning allocations, applications or designations against it.

 Site boundary



01. Immediate Opportunities

	Site Name	Vacant/ Soon to Be Vacant	Ownership	Commercially Suited to Current Opportunities?
1	HOSL Land (Northern Portion)	Yes, demolished & cleared	HOSL (Hertfordshire Oil Storage Ltd.)	Yes. Could be used as lorry parking for the estate if “car parking” extends to lorries. This would help rationalise lorry parking, meaning land would be more efficiently used site-wide. This could unlock sites elsewhere in the Study Area – the clearest direct impact could be on Furnell Lorry Park. The same “unlocking” function could extend to the Boundary Way Caravan Site and Cupid Green Depot, assuming if they are relocated on this site they conform with HSE’s regulations for development within the Development Proximity Zone (“DPZ”).
2	Furnell Lorry Park	Unknown lease terms	DBC	Yes, for example smaller/ medium sized logistics, light industrial, or warehouse space.
3	Holywell Skip Hire	Previous use demolished & cleared, but hard standing occupied by Skip Hire Firm	Farren Hydraulics Limited	Yes, for example smaller/ medium sized logistics, light industrial, or warehouse space.
4	Framework Scaffolding Site	Demolished & cleared, but occupied by scaffolding co	Boundbridge Property Ltd	Yes, for example smaller/ medium sized logistics, light industrial, or warehouse space.
5	Hemel One Building	Multi-let with significant vacancies. Earliest expiries 2025	Columbia Threadneedle Investments	Yes, for example medium sized logistics, light industrial, or warehouse space.

Support from Planning?	Significant Infrastructure / Enabling Works Required for Development?	Site Under-Utilised?	Rating
<p>No planning, unallocated, although we understand permission exists for the site for storage tank expansion. Difficult site due to restrictions within the Buncefield Consultation Zone, meaning only parking/storage. Whilst confirmation from HSE should be sought, it appears that the majority of this site sits within the DPZ area with part lying within the Inner Zone. For the area within the DPZ, HSE information indicates it could be used for “not normally occupied developments” (i.e. no public access and maximum 2 hours out of 24 for staff access and no more than 3 workers present at any one time), such as parking areas. If part of the site lies within the IZ, restrictions are less severe and mean that development can take place as long as it is “only used by the normal working population.” As such, this site could have the potential to be used to unlock underutilised developable sites – such as lorry parking sites, the Boundary Way Caravan Site or Cupid Green Depot, for example – by relocating the use to this site.</p>	<p>Yes: Decontamination likely to be required due to proximity to Buncefield.</p>	<p>Yes</p>	
<p>No planning consent, prospective uses are broadly in line with Local Plan Policy.</p>	<p>Potential requirement for Lorry Park to be relocated if site redeveloped.</p>	<p>Yes</p>	<p>Subject to feasibility of relocation of existing facility</p>
<p>No planning consent, prospective uses are broadly in line with Local Plan Policy.</p>	<p>Yes: Likely Decontamination due to waste use. Opportunity to improve adjacent PROW</p>	<p>Yes</p>	
<p>No planning consent, prospective uses are broadly in line with Local Plan Policy.</p>	<p>No but should deliver part of Three Cherry Trees Lane Shared Path proposal</p>	<p>Yes</p>	
<p>No planning consent, prospective uses are broadly in line with Local Plan Policy. Now in the process of being marketed for sale, with the presumption that this will result in redevelopment or repurposing of the site.</p>	<p>No but opportunity to invest in Buncefield Lane Greenway alongside site 6.</p>	<p>Yes</p>	

Table continued overleaf

01. Immediate Opportunities

	Site Name	Vacant/ Soon to Be Vacant	Ownership	Commercially Suited to Current Opportunities?
6	Spencers Park Phase 2	Development underway elsewhere on site	Homes England	Some short term uses included within Outline Planning: B2, B8. Not all are shorter term; town centre uses includes B1 (office).
7	East Hemel Hempstead ³	Greenfield Land	Crown Estate	<p>Yes, for the north of the site where planning policy is less prescriptive about end use. Here there will be lots of interest from smaller/ medium sized logistics, light industrial, or warehouse space.</p> <p>No for the southern portion where uses are more aspirational. High quality manufacturing, R&D less likely in the short term, particularly at the scale demanded by planning.</p>
8	Boundary Way Caravan Site	Not vacant, occupied for caravan storage. – alternative site would be required as the facility is a source of income for DBC.	Dacorum Borough Council	Yes, for example smaller/ medium sized logistics, light industrial, or warehouse space.
9	Peoplebuilding 2	Vacant office block	Aviva	<p>Not in current format: The scale of available space is very large and the office market is not strong in the Study Area. The property - whilst high quality - is away from the main Heart of Maylands central cluster of offices and so a secondary location. The property has proven difficult to rent and has sat vacant in its current use for a number of years.</p> <p>Whilst the existing office building is not well suited to current occupier demand and may only become attractive to aspirational uses in the longer term, a redevelopment of the site for logistics would accord with current demand patterns.</p>

Support from Planning?	Significant Infrastructure / Enabling Works Required for Development?	Site Under-Utilised?	Rating
Outline planning for the wider site for 600 homes and town centre uses.	No but opportunity to invest in Buncefield Lane Greenway alongside sites 6 and 9.	Yes	
Site H3 in draft Local Plan - The approximately 38 Hectares to the north of the site will promote uses such as logistics and mixed industrial areas.	Yes	Yes	Northern part of site has potential for shorter term development
			Southern part of site is a longer term development opportunity
No planning consent, prospective uses are broadly in line with Local Plan Policy.	<p>Council would need to assess financial as well as planning and regeneration implications and may wish to re-supply this use elsewhere in the Study Area if this site is developed.</p> <p>Whilst confirmation should be sought with HSE, this site is located within the HSE Inner Zone, meaning if the development is only used by the "normal working population", it can take place here.</p>	Yes	Subject to feasibility of relocation of existing facility
No planning consent for change of use, redevelopment or similar.	No	No. Any changes are unlikely to significantly increase the density of development.	

Transport Assessment

Site 1: HOSL Land (Northern Portion)

The western edge of Site 2 fronts Buncefield Lane. In line with HGC proposals, there is therefore the opportunity to invest in the Buncefield Lane Greenway/Quietway Scheme. Improvements here would see the typology shown in **Appendix A: Design Code** achieved. This route at this point could be traffic free.

Site 2: Furnell Lorry Park

Site 3, the existing Furnell Lorry Park located in Northern Maylands, may require potential relocation if the site is redeveloped. There is no directly linked access and movement infrastructure associated with this site although the eastern edge could provide part of a new or reestablished north south PROW.

Site 3: Holywell Skip Hire

Whilst not deemed 'significant', to enable Site 4 to come forward there is the opportunity to improve the adjacent public right of way that borders the eastern boundary of the Site. This public right of way connects Wood Lane End to Boundary Way, and immediate improvements could include resurfacing and improved lighting.

Site 4: Framework Scaffolding Site

If Site 5 was to come forward, it would provide the opportunity to deliver part of the Three Cherry Trees Lane shared user path proposal along its frontage. This would provide a connection into the Cherry Tree Lane and Buncefield Lane Quietway.

Site 5: Hemel One Building

The eastern edge of Site 6 fronts Buncefield Lane. In line with HGC proposals, there is therefore the opportunity to invest in the Buncefield Lane Greenway/Quietway Scheme, in combination with Site 5.

Site 6: Spencers Park Phase 2

Alongside Site 2 and 6, there is therefore the opportunity to invest in the Buncefield Lane Greenway/Quietway Scheme as detailed. Improvements involve the development of a 3.7m cycle path + 2.0m footway, with the desirable street typology shown in **Appendix A: Design Code**. This route will also be traffic free.

Site 7: East Hemel Hempstead

This site forms part of HGC but is allocated for commercial uses in the draft Local Plan. Depending upon the scale and mix of development, it is considered that strategic infrastructure investment through Project Breakspear will be required for the full delivery of the site opportunity.

Site 8: Boundary Way Caravan Site

A route to the north of Woodwells Cemetery a key east-west active transport corridor to connect Green Lane with Maylands Avenue. If Site 9 is to come forward, these links that border the northern and western boundaries could be beneficial to facilitate sustainable transport movements.

Site 9: People Building 2

Site 11, does not require any significant infrastructure or enabling works to come forward. Similarly, small scale general improvements, where feasible, to the public right of way that runs east-west from Maylands Avenue, just north of the Site, should be sought as these would be beneficial to improve active travel. Improvements to this public right of way would connect with a new crossing on Maylands Avenue.

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