

Appendix 6  
Question 1 &  
Question 2



## Report Settings Summary

Event	Local Plan Issues & Options November 2017
Total Responses	22,707
Total Respondents	2,376
Filtered Responses	718
Filtered Respondents	618
Questions	<p><b>Question 1</b></p> <p><b>Do you agree with the conclusions reached in the Sustainability Appraisal Working Note that accompanies this Issues and Options document?</b></p> <p><b>Yes / No</b></p> <p><i>If no, please explain why and what you think needs to be amended.</i></p>
Filter	(none)
Consultation Point(s)	<b>ID-4764289-QUESTION-1</b>
Pivot	(none)
Document Name	Question 1- Summary Report
Created on	2019-04-16 10:28:15
Created by	Strategic Planning Admin

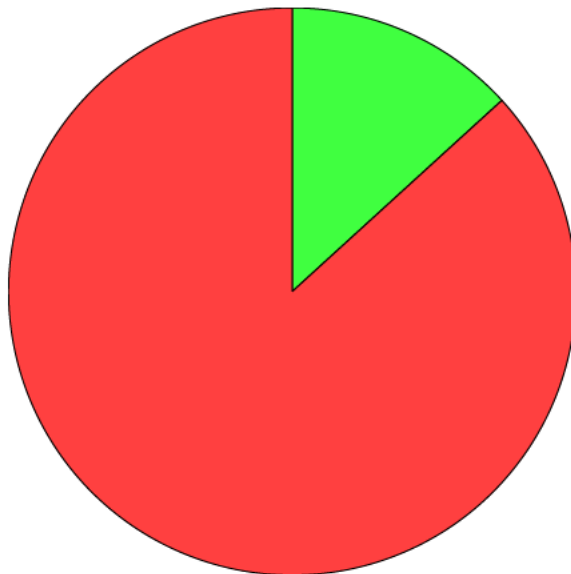
## Your Opinion

Question responses: 718 (100.00%)

## Question 1

Do you agree with the conclusions reached in the Sustainability Appraisal Working Note that accompanies this Issues and Options document?

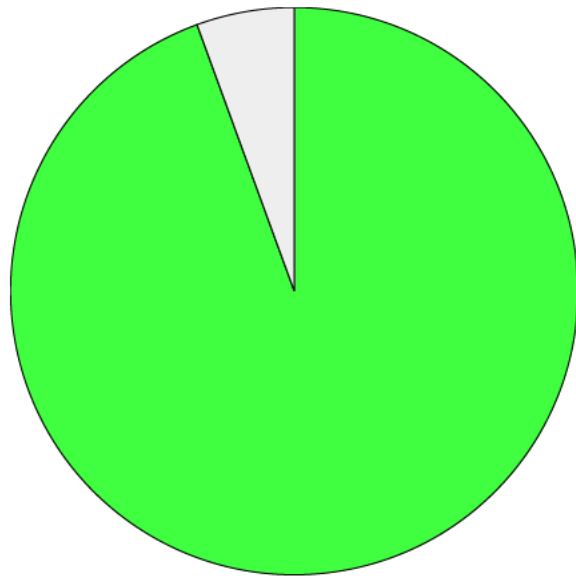
Yes / No



	% Total	% Answer	Count
Yes	13.23%	13.23%	95
No	86.77%	86.77%	623
Total	100.00%	100.00%	718

Responses

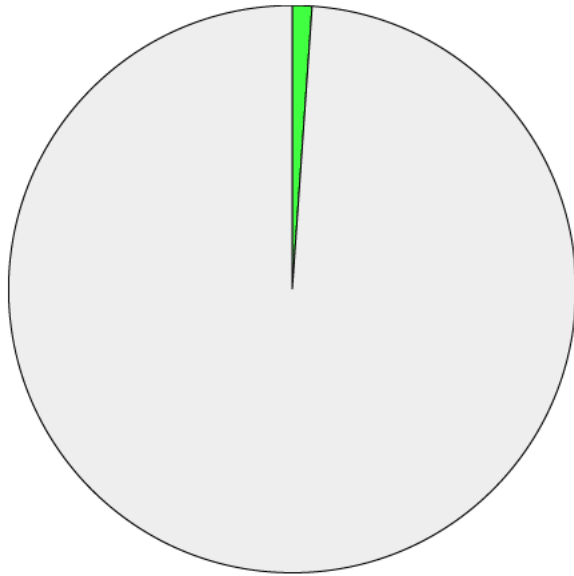
Question responses: 678 (94.43%)



	% Total	% Answer	Count
Responses	94.43%	100.00%	678
No Response	5.57%	--	40
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>718</b>

## Supporting evidence

Question responses: 8 (1.11%)



	% Total	% Answer	Count
■ Responses with File(s) Uploaded	1.11%	100.00%	8
■ Responses with No Uploads	98.89%	--	710
Total	100.00%	100.00%	718

## Issues and Options All Responses to Question 1

<b>Number</b>	Question 1
<b>ID</b>	LPIO1
<b>Full Name</b>	Mr John Allan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Tr-h1 needs a much larger buffer zone specified between any development and the canal. At least 100m Tr-h4 needs to be eliminated for residential and only proposed for recreational Tr-h6 is an essential canal side eco site and should be recognised as such. Recreational use only
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO41
<b>Full Name</b>	Mr David Munnery
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	I agree with the conclusions including that Option 1 is best option as assessed using this framework.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO47
<b>Full Name</b>	Mr Derin Mellor
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	These proposal seem to be missing the primary points namely Environment, Economy and Social Community. From what I have seen these plans are geared at 95% building houses. I don't see any serious consideration for improving the environment - only proposals for

	<p>"improved footpaths" and "community space". Seems somewhat lacking?</p> <p>Likewise, the economy has been totally ignored. This means that 99% of the adults will have to commute to get to work: Where is the infrastructure to accommodate this? The roads and trains are already overloaded.</p> <p>Social Community - I will include schools and healthcare. I don't see adequate provision for schools. No provision for healthcare. And nothing for social community.</p> <p>Further, are the basic infrastructures sufficient for such a huge increase in housing stock? ie electricity, water, sewage</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO68
<b>Full Name</b>	Mr John Ingleby
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>50 additional homes in the "Identified housing capacity" is the maximum growth that Kings Langley could currently support without a) more frequent/longer train/bus services to London b) additional car parking for visitors to the High Street c) improvements to Junction 20 to reduce delays and long tailbacks when leaving during rush hour. I cannot find any costings for these necessary improvements.</p> <p>Additional 280-950 homes on Green Belt sites will significantly exceed the above constraints upon further growth in Kings Langley</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO117
<b>Full Name</b>	Mrs Lynne Head
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Development of land at Wayside Farm and Shendish will effectively join Kings Langley to Watford at one end and Hemel Hempstead at the other. Access to the Shendish development would be problematic. The driveway to the Manor is a private road. It has now proper foundations and is basically a single track dirt</p>



	road with a tarmac dressing. Access via Rucklers Lane would also be problematic and access via the by-pass was ruled out the last time this land was put forward. The site was unsuitable due to access issues last time. Nothing has changed so I fail to see how this site could be suitable now.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO135
<b>Full Name</b>	Mr Ben Killick
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Land identified at Rectory Farm: KL - A1</p> <p>Land is in a flood plane, is a wildlife zone with the river gade. Is greenbelt.</p> <p>I do not agree that replacing this land with new houses would 'improve local visual amenities'</p> <p>Quote 'Potential to explore improving relationship with canal and football ground' = the village does not need this. We already have a good relationship with the Grand Union canal and the football club is doing well.</p> <p>I agree with the report's assessment that the development of the site would result in a loss of local employment, again this is not what the village needs.</p> <p>The report makes some interesting points, however local residents would view them as evidence as to why this location is not suitable greenbelt to build on and why it would damage the character of the village.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO141
<b>Full Name</b>	Mr Neil Ashley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The character of Kings Langley village depends on its green surroundings: developing Wayside Farm would rob the area of one of its only two dairy farms while creating horrendous transport problems both in the village and on to the M25. Developing Shendish will</p>

	serve to merge the village with Hemel Hempstead. Will that add to the quality of village life? Developing Rectory Farm and Hill Farm encroach on green spaces until ultimately the village is lost. Developers like green belt sites because they are cheaper (and more profitable) to develop. There is no reason why developers priorities should trump the preservation of a community. This plan has too little to say about the health, well being and character of a village like Kings Langley. When it's gone, it's gone.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO154
<b>Full Name</b>	Mr John Shaw
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO205
<b>Full Name</b>	Mr Martin Cotton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Sustainability Appraisal Working Notes have many lacunae. I merely point out the inability to deal with questions of getting people around. Quite apart from the inadequacy of the current road system, I have no confidence in the ability of Dacorum or Herts County to provide suitable and timely provision in this area. I have even less confidence in London Midland to address the problems of car parking at their stations in Dacorum, although I suppose they might have been booted off the franchise by then.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO236
<b>Full Name</b>	Mrs christine kavanagh
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I do not think that adequate focus has been given to the impact on the transport infrastructure of building homes in this district. Any developments of 50+ houses within an area will have a major impact on the road capacity. Routes into Hemel Hempstead are already gridlocked, even outside peak commuter times. This congestion is experienced throughout the borough. There is reference to improving use of public transport but no serious consideration has been given within the sustainability plan. Indeed, bus routes have been reduced and fares are prohibitively high. No mention has been made of providing adequate cycle routes around the borough. The report states that current provision for cyclists is adequate. Where is the evidence? People do not cycle as it is too dangerous with the high levels of traffic on the roads. There is no separate provision for cyclists, apart from the Nicky line, which is only useful for recreational cycling as it does not join up with other cycle routes.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO255
<b>Full Name</b>	Mrs Niki Pinchin
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Kings Langley is a large village, clinging onto its historical and royal background and village borders, trying not to be a suburb of Hemel/Apsley... so if you have to protect the buffer zones and preserve the rural character (mentioned on p28) - why would you be considering such huge scale development in a number of sites around the village? This will destroy greenbelt land, close down a successful and entrepreneurial dairy farm and create a sprawling conurbation between J20 of the M25 and Hemel. PLUS the current infrastructure cannot cope currently - both through the village and leading to all national networks outside of the village (M25, A41 etc). The creation of 'park n ride' type facilities on flood plains or elsewhere, will not help ease the congestion as it stands today - and the appalling history of parking allocation for new builds (approved by DBC to date) demonstrates that DBC's planning teams are not coordinating their efforts with infrastructure and transport departments, the Highways Agency or even the Emergency Services.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO316
<b>Full Name</b>	Mr David Stanier
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	The conclusions are good ... interestingly it points out the transport infrastructure as being under stress ... that is even before building plans are implemented
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO362
<b>Full Name</b>	Mr Steven Bennett
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Comments are in context of Kings Langley as a Village 5.1.2 "The compatibility assessment found that generally the Local Plan objectives are either compatible or have no relationship with the SA/SEA objectives."</p> <p>My objection here, is that the SA/SEA objectives do not appear to give sufficient weight to the aspect that Kings Langley is a separate village with its own identity.</p> <p>"The incompatibilities that were identified were between the Local Plan objective for 'homes' and the SA objectives for 'water' and 'soils', as new housing will inevitably result in increased demand for water resources and the loss of some soils"</p> <p>Again, no mention of what I argue is a vital aspect above; in particular Option 3 would destroy the separate identity of KL and coalesce Hemel with KL potentially all the way down to the M25.</p> <p>5.1.3. "In general terms the option for the lowest level of housing growth (Option 1) performs best against the environmental SA/SEA objectives as it would require less house-building on greenfield sites and less water consumption, fewer additional cars on the roads etc."</p> <p>I agree with this statement.</p> <p>"The highest level of growth (Option 3) performs the worst against the environmental objectives for the opposite reasons." -Agreed</p>

	"The assessment did however identify some benefits of the higher level of growth against the environmental objectives as the larger developments that would be required to deliver the growth could provide opportunities for environmental enhancements" - No, disagree. Any environmental enhancements would be small and would not offset the impact of removing Greenbelt that this option would entail, and would certainly not mitigate my main concern which is the coagulation of Hemel with Kings Langley into one continuous sprawl down to the M25 with any sense of Kings Langley as a separate village completely lost.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO364
<b>Full Name</b>	Mr Michael Bouvier
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Sustainability Appraisal doesn't fully address how such huge developments will impact the existing inadequate road infrastructure.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO382
<b>Full Name</b>	Mr Alan Brown
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Bovingdon is already congested and suffers from a dangerous High Street for both drivers and pedestrians. The main road out of the village to Hemel Hempstead (Box Lane) suffers from queues at peak times already and when the market is in operation this queue stretches back to the edge of the village. A lack of parking is an issue. The medical facilities are currently full and it can be difficult to obtain an appointment to see a doctor. This will probably get worse when the new complex for elderly people opens soon.. Additional facilities would be required. The school is also full and would need to be expanded to cope with additional children. In addition the drains would need to be be upgraded as the village has already flooded recently. There is no provision for

	any of these factors in any of the plans and this was confirmed at the consultation..
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO385
<b>Full Name</b>	Ms Penny Gore
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The document presents a barrage of statistics and tables; I comment as one who actually lives in the borough and for 15 years has had to cope with the ever-increasing challenges of more and more grid-locked roads, an appalling rail franchise, totally inadequate station car-parking, poor public transport around Hemel Hempstead in particular, severely downgraded health provision and the erosion of protected Green Belt land, with consequent impacts on light pollution, air quality, wildlife and the natural environment.</p> <p>Given all of the above, any proposal to flood the area with large-scale additional building - bringing about a huge increase in the local population to compete for ever more limited resources - cannot be welcomed. The document's optimism about these impacts seems misplaced, to put it mildly.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO406
<b>Full Name</b>	Ms Stephanie Knowles
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The plans are grossly flawed. The village is already at maximum capacity. The document does not include plans that would solve issues regarding the road network, transport and access to public services. Furthermore, the plans would essentially link Kings Langley, a village of historic significance in England, one praised for its heritage and village spirit in 2012 when it was awarded 'Best Village in West Herfordshire' and thereby destroy the quintessential, individual nature of a thriving community. The plan to build on the Shendish site would drastically affect the natural habitats of numerous flora and wildlife as well as negatively affect</p>

	leisure pursuits, such as cycling and walking, enjoyed by many within the village.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO412
<b>Full Name</b>	Mr Nick Head
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is difficult to agree with a conclusion that comes up with it being an opportunity for environmental enhancements if we were to take the highest level of growth. That highest level of housing growth would have destroyed swathes of the local Green Belt.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO433
<b>Full Name</b>	Mrs Karen Mellor
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I agree with all of the key environmental and sustainability issues mentioned in the document but I have yet to see any evidence produced that the Dacorum area actually needs anywhere near the number of houses listed in the three options. I disagree with the findings that only Option 3 will impact adversely on existing residents, water quality, soil, infrastructure, environment, air pollution, climate change, schools etc. ALL of the options for additional housing in Dacorum will adversely affect an already overloaded road and rail network. As for the proposals for more housing in the Kings Langley area, new housing means more people with cars, despite the good intentions of planning for cycling, bus transport, hence the need for extended car parking at Kings Langley train station. People have not given up their love affair with the car despite the necessity to do so, I would be surprised if the Air Pollution readings along that part of the A4251 did not already match those in London Road, Apsley which I believe exceed Air Quality standards and probably make a mockery of your Air Quality Action Plan.
<b>Include files</b>	<a href="#">Air Quality Progress Report 2013.pdf</a>

<b>Number</b>	Question 1
<b>ID</b>	LPIO439
<b>Full Name</b>	Ms Julia Marshall
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	All these options require some loss of greenbelt; I think the SA/SEA understates the effect that building approx 11k new homes in Dacorum would have on the environment, not only directly through loss of green space and good agricultural land/woodland, but with increase in population and necessarily traffic. The roads around Dacorum are already struggling to cope, with main arterial roads M1, M25 often at a standstill (knock on effect of air pollution). Much of the area is serviced by smaller A roads and country lanes, not designed to cope with heavy traffic. Making reassuring noises about cycling/walking fools no one, there is no evidence of safe routes being created. People will inevitably use their cars to travel and with a conservative estimate of 2 per household, that's 22k extra vehicles.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO487
<b>Full Name</b>	Ms Louise Crown
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The infrastructure in the local area is already working at full capacity. The pressure from further houses would be significant leading to further disruption. The increase would not be sustainable and would impact hugely on the local population.  Building on these sites would remove the character of this historic village as it would be amalgamated with Hemel Hempstead and Watford. The green spaces add hugely to the unique character of the village and these are irreplaceable. The village needs the creation of sustainable local employment to thrive, not to become another nondescript residential suburb devoid of character.
<b>Include files</b>	



<b>Number</b>	Question 1
<b>ID</b>	LP10526
<b>Full Name</b>	Mrs Catherine Marks
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Bovington "village" (which it still is just about but won't be if these plans go ahead) is already at it's capacity. If you drive through the village on a Saturday or week day you will see how congested it already is. There is not enough parking, cars are parked along the sides of the road which is already dangerous. Yellow lines and traffic enforcement would need to be in place costing the council more money. The school is already at it's capacity and a new one would need to be built taking away the fact that we are in a village and have one village school. More doctors surgeries would need to be built as the two we already have are over subscribed. We would need more dental surgeries to cope with the number of new residents. There would be more pollution which is why people live in villages as opposed to towns to get away from pollution. We already have a problem with flooding in the village, adding more houses will mean more waste and drainage strain. Loss of green belt land means less wildlife, less open spaces for children to live amongst which again is a reason why people move to villages to get away from crowded areas. The roads are not capable of taking a potential 900 or more cars and are already stacked up with traffic from the market and villagers.</p> <p>You are looking at greenbelt sites when there are plenty of brown belt sites or sites around Hemel that already have the necessary infrastructure in place. For example. The field opposite Gadebridge park that has some housing and flats already on it. That's a perfect site. In Warners End, there are various large green open spaces amongst dense housing and a secondary school which are perfect sites for development with infrastructure all in place.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP10528
<b>Full Name</b>	Mr Kieran Stone
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Thank you for inviting comments on the Local Plan. I have been to the exhibition at The Forum, Hemel Hempstead. I have not studied the relevant reports on line so am unable to make detailed comments on their scope and conclusion. My understandings are those gained from the exhibition.</p> <p>I welcome the intention to build more housing in Dacorum (and generally in Hertfordshire). I am happy and privileged to have a home in Hemel and I wish for as many people as possible to enjoy ownership or secure tenancy. I also believe that the more who have good accommodation the more settled and happier community we will have. With the proviso that appropriate infrastructure is installed including industry / occupation for the whole community. I am pleased that this is being considered. I have no reason to doubt its adequacy. My only exception is motoring. It feels to me that provision for motor vehicles is usually very inadequate. It appears that the authorities hope for a reduction in private vehicles and instead they should make provision for an inevitable increase.</p> <p>I welcome the plan for more accommodation. I believe we should build as much as possible and as soon as possible. I am happy that Hemel Hempstead as the biggest town in Dacorum should have the biggest increase in population. But other towns and villages should increase by a similar proportion. I would hope that such increases would sustain or lead to a rise in local provision such as shops and services.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO529
<b>Full Name</b>	Mr Kieran Stone
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO530
<b>Full Name</b>	Mrs Sarah West
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO531
<b>Full Name</b>	Mrs Sarah West
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO556
<b>Full Name</b>	Mrs Caroline Williams
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Given the question is about sustainability then actually that covers the whole eco system of infrastructure, environmental, social as well as housing. Kings Langley does not have the infrastructure to support the level of growth suggested, indeed South West Herts doesn't really when you consider the congestion on the roads, the NHS services which are already stretched beyond belief and well documented locally. All the local schools are over subscribed, whilst struggling to cope with the budget cuts they are facing. Our policing is now allowing significant crime to go unreported and our transport in

	this area is congested to the maximum. Add on to this the growing mental health issues, and the impact such an increase in population would have and you have the perfect melting pot of disaster.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO591
<b>Full Name</b>	Mr Roger Jackson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I believe the report does not address the brief as stated and as such I do not agree with the conclusions reached.</p> <p>The first part of report section 2.2 Dacorum Local Plan and Options document "Shaping growth in Dacorum" notes six topic areas:</p> <ol style="list-style-type: none"> <li>1 The role of our Towns, Villages and Countryside</li> <li>2 Homes</li> <li>3 Our Economy</li> <li>4 Our Environment</li> <li>5 Infrastructure</li> <li>6 Growth Options</li> </ol> <p>This section identifies 28 issues appertaining to the above 6 topics.</p> <p>Under section 2.3 it is noted that "it has not been possible to undertake an assessment on the local plan issues...."</p> <p>Under section 2.4 SA Framework are identified 15 objectives which in no way address the six key topic areas of the <i>local area plan and options document</i>. It is further noted that "these SA objectives will be used to structure and inform the Local Area Plan through all stages of its Development".</p> <p>It can be clearly seen that SA1 to SA15 does not reflect the Dacorum Local Plan, the key points of which have been completely ignored, in particular:</p> <ul style="list-style-type: none"> <li>• The Role of Our Towns, Villages and Countryside</li> <li>• Infrastructure</li> <li>• Growth Options</li> </ul> <p>As such the criteria used in the report and therefore the conclusions/recommendations reached are flawed.</p> <p>The report does not address the Economic or Social Community aspect of sustainable development.</p> <p>The report should be rejected and rewritten to consider carefully the Economic and Social Community in particular to address the <i>Local Plan</i> key topics of</p> <ul style="list-style-type: none"> <li>• The Role of Towns, Villages and the Countryside</li> <li>• Our Economy</li> <li>• Infrastructure</li> </ul>

	<ul style="list-style-type: none"> <li>Growth Options</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO610
<b>Full Name</b>	Mrs Carole Stokes
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Any development should be within the boundary's of the towns and villages, to retain their individual characters and village/town status. It is vital that the South East retains what little green belt we have left. Once it is gone, the towns and villages will merge into a huge suburb of outer London. Our roads, hospitals, GP practices, dentist, schools and nurseries are already stretched to breaking point. The hospital is in constant bed crisis and our roads are congested and frequently grid locked. This needs be rectified as part of future development, not offices or homes for the elderly. The development of Shendish is also listed as a development in Hemel Hempstead, when in fact it is within Kings Langley boundary.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO648
<b>Full Name</b>	Mr Robert Emberson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>No. All options involve too much building on irreplaceable Green Belt farming land. In connection with option 3 it is stated naturally enough that it performs the worst against the environmental objectives. But I do not accept the supposed benefits of this option could meaningfully compensate for the huge damage it would cause. All future building should be within the envelope of existing</p>

	<p>settlements on Brownfield Land with the vast majority of this in Hemel Hempstead. Dacorum is unfortunate in having only one large town. But nevertheless if we are to have large numbers of additional houses inflicted on us, the least bad option is for this to occur on Brownfield sites with much increased conversions of underused commercial or other sites to housing, &amp; with greatly increased density &amp; heights to buildings. Unfortunately the smaller towns have already suffered very badly from a large increase in numbers without any significant improvement in infrastructure: roads, Schools &amp; medical facilities. If the increased numbers cannot be accommodated on town Brownfield sites, it is imperative that a new settlement be considered at this stage &amp; suggest Bovingdon Airfield, before any more irreplaceable countryside is lost.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO653
<b>Full Name</b>	Mr David Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I agree with the statements in the report conclusion that "the option for the lowest level of housing growth (Option 1) performs best against the environmental SA/SEA objectives as it would require less house-building on greenfield sites and less water consumption, fewer additional cars on the roads etc., that would result from an increased local population."</p> <p>and</p> <p>"The assessments did however identify that the high levels of growth under Option 3 could put strain on existing services and infrastructure, to the detriment of all residents, both existing and new."</p> <p>Therefore I am greatly favor of controlled and sustainable growth best represented in options 1</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO699
<b>Full Name</b>	Mr Robin Knowles
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The report is obviously flawed, the addition of the proposed housing to Kings Langley would clearly completely ruin it's village feel. When we looked at houses to buy in the area, we moved to Kings Langley to be far enough away from the unattractive housing estates of Hemel Hempstead and to be in a village where you can be in a tranquil countryside setting, just a short walk from our house, as is the area and walk around the Shendish estate.</p> <p>Not enough attention has been paid to the detrimental effect of the additional traffic. The village cannot afford an increase in traffic, there is already a long queue to get back in at night from Apsley and Hunton Bridge and the recent development at Nash Mills has shown how little attention would be paid to providing adequate parking for residents of new homes, as can be seen from the line of cars parked along Red Lion Lane that now block the road. Access to Rucklers Lane from another housing estate would make it extremely difficult to exit and enter the road at busy periods, the parking at the bottom of the road only allows two cars at a time to leave as it is.</p> <p>Not enough attention has been given to the effects of pollution and soil sealing on the environment, formaldehyde levels are already high at times in the area and further soil sealing will only increase the storm surges we already see from the building of the A41 down Rucklers Lane. The report seems to give the impression that traffic calming measures will stop people driving and force them to walk or cycle, it's only really safe to cycle down the canal in the borough and the cycle lanes that have been designed in the area are either inadequate, too short or disappear at the dangerous points.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO700
<b>Full Name</b>	Mr Robin Knowles
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I don't believe there has been a detailed enough study of the effects of car pollution on the local area. My formaldehyde monitor has picked up very high readings in the garden at times in Rucklers Lane, presumably this is related to either the close proximity of the A41 and M25 or from some other industrial source, but more cars won't decrease this.</p> <p>Also, I only have to cycle a short distance down Rucklers Lane to see birds appear from the hedgerows that I</p>

	wouldn't normally see, what collaboration has there been with any wildlife organisations has there been?
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO707
<b>Full Name</b>	Mr Julian Dent
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The plan takes no account of past development activity. So Berkhamsted has over-developed against the targets set in recent periods whereas other towns have failed to meet their targets. The track record of the diverse towns across Dacorum show that they are not starting from a level playing field.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO708
<b>Full Name</b>	Mr Julian Dent
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The plan takes no account of past development activity. So Berkhamsted has over-developed against the targets set in recent periods whereas other towns have failed to meet their targets. The track record of the diverse towns across Dacorum show that they are not starting from a level playing field.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO733
<b>Full Name</b>	Mr Andrew Jones
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	



<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No. The use of the greenbelt land is the worse thing you could do for the local community. It will destroy the village, and create more problems than it will solve.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO761
<b>Full Name</b>	Miss Margaret Gray
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	My first reaction on hearing the number of houses you propose to build around Kings Langley is How many extra cars will this generate. 1500-2000? The area around Apsley is, in the morning and evening rush hours, horrendous. The pollution levels surely reach a critical level. I had a morning hospital appt recently and it took me one hour and thirty five minutes to get to Watford. We already get grid locked on a daily basis and with another 1500-2000 cars wanting to get home we will come to a stand still, if not a stand off. And I strongly oppose building on the Shendish Manor estate. Apart from the beauty of the area how can the little roads cope with the traffic. Kings Langley will no longer be a village it will be subsumed into Hemel Hempstead. Dacorum must find more brownfield sites where the road infrastructure is already in place.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO790
<b>Full Name</b>	Mrs Marion MacDonald
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Bovingdon village cannot sustain 450 houses as we do not have the roads and infrastructure. Our village high street is gridlocked at busy times of the day and there is very little parking. The primary school and doctors are full and the residents now have to wait longer and longer for hospital treatment as our local hospital cannot cope now let alone if thousands and thousands of extra houses are going to be built in the area.

	<p>Green Belt should not be developed unless absolutely necessary, but if planning is to be granted for a small amount of housing then it should be appropriate for what is needed i.e. small properties suitable for seniors and affordable houses for families. There are many local older people who have lived in this village for many years and many of them would like to downsize and/or live nearer the village centre but there are very few suitable properties to buy or rent.</p> <p>I would also be concerned about the pollution with the added numbers of cars and also traffic congestion and gridlocked roads at busy times.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP10807
<b>Full Name</b>	Mrs Jill Wood
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>No -the use of Green Belt land is short sighted and unacceptable.</p> <p>The existing plan for Berkhamsted is already more than enough based on current infrastructure, environmental impact and the nature of the valley site. As a town our new homes targets are already exceeded and I understand that Hemel Hempstead, with it's additional infrastructure and more suitable sites, is still yet to reach it's target for new homes - why the move from the original plan.</p> <p>New community facilities on the edges of these inaccessible sites would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. I believe DBC stressed at previous inspections.</p> <p>I also have doubts that any developments would be truly inclusive and that Berkhamsted would be targeted by developers for maximum profit rather than well thought out affordable housing with community facilities.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP10808
<b>Full Name</b>	Mrs C Davies
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There should be no additional building in Berkhamsted beyond the plans already in progress. The infrastructure and services within Berkhamsted are already over-stretched and further housing with no plans to address this will impact all members of the Berkhamsted community.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO809
<b>Full Name</b>	mr Tish Seabourne
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Chipping away at the Green Belt is not responsible development. The plan takes no account of past development activity. Berkhamsted has over-developed against the targets set in recent periods whereas other towns have failed to meet their targets. The track record of the diverse towns across Dacorum show that they are not starting from a level playing field.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO812
<b>Full Name</b>	Mrs Karen Bevan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Numerous reasons, detail in answers below.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO830
<b>Full Name</b>	Mrs Valerie Lee
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Green belt land should not be utilised for development of any kind.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO831
<b>Full Name</b>	Mr Stephen Bevan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Too many houses in the Berkhamsted area being proposed to be built and of these not enough are social housing and not enough changes to the local infrastructure to support them
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO848
<b>Full Name</b>	Mr Valerie Lee
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	These plans are totally unsustainable. No thought has been given to increased traffic and congestion. I moved here 30 years ago to avoid congestion and overcrowding in Harrow and look at Harrow now. Did I make the right decision - yes at the time. Now look at your proposals and tell me where I move to next?
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO875
<b>Full Name</b>	Mr Ian Jones
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	Any development on green belt only has a negative affect it cannot have environmental enhancement or improve quality of life. This has been supported by Sadiq Kahn ( Telegraph Nov 27th 2017). Likewise the increase water consumption and issues of drainage and sewerage have not been satisfactorily considered
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO901
<b>Full Name</b>	mr john ivory
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Inappropriate to build in berkhamsted. The infrastructure is already creaking. Not enough school places, immigration dropping owing to Brexit so fewer homes required, just a way for developers to make money. The roads and parking are becoming intolerable.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1005
<b>Full Name</b>	mr Tish Seabourne
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I find it obscene to continually peck away at the Green Belt around Berkhamsted. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres. • Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</p> <p>I do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel</p>

	Hempstead without that expansion counting towards Dacorum's numbers (see Q2) • The cumulative effects of developments have not been assessed thus undermining any conclusions made.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1062
<b>Full Name</b>	Ms Tish Seabourne
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>It is simply not right to continually erode the Green Belt around Berkhamsted. Development on Green Belt does not offer any net “environmental enhancements”, but quite the opposite. The net effect can only ever be negative and the larger the development the greater the negative effect will be. The whole purpose of the green belt is to protect land against urban sprawl and its negative impacts including loss of farmland and wildlife habitats and increased car use.</p> <p>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres. • Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</p> <p>I do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2) • The cumulative effects of developments have not been assessed thus undermining any conclusions made.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1065
<b>Full Name</b>	Mr Dominic Gibberd
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	You are negating your responsibility to protect this region of the country. Instead of conservation, your proposals will further destroy this country for future generations. Once this land is gone there is no going back. By allowing further construction on greenfield sites you are contributing to the urban sprawl, destruction of wildlife habitats, increasing light, water and air pollution, and ruining the historic feeling of this great town.  Stand up and do the right thing by not hiding behind policy.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1066
<b>Full Name</b>	Mr Dominic Gibberd
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	You are negating your responsibility to protect this region of the country. Instead of conservation, your proposals will further destroy this country for future generations. Once this land is gone there is no going back. By allowing further construction on greenfield sites you are contributing to the urban sprawl, destruction of wildlife habitats, increasing light, water and air pollution, and ruining the historic feeling of this great town.  Stand up and do the right thing by not hiding behind policy.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1078
<b>Full Name</b>	Mrs Pauline McLeman
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Very large concentrations of housing on what has been green space risks changing the nature of the area for the worse. Better to have more smaller developments spread across the area.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1103

<b>Full Name</b>	Mr Derek Griffiths
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The plan takes no account of past development activity. So Berkhamsted has over-developed against the targets set in recent periods whereas other towns have failed to meet their targets. The track record of the diverse towns across Dacorum show that they are not starting from a level playing field. Berkhamsted has already 34% more houses than target already built - 10 yrs of houses in the first 5 yrs of the current plan alone. Berkhamsted 25% bigger would place huge demands on schools, GPs and transport.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1136
<b>Full Name</b>	Mrs Morris
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Berkhamsted has already 'over-achieved' its target. There is little reason to believe any of the proposed developments will really enhance a town bursting at the seams in terms of traffic, lack of surgery places, lack of school places, and so on. The soon-to-be built multi-storey car park will do little to relieve the traffic and additional housing, (with the usual disregard as to the actual number of car spaces per house needed) will only make the centre more unbearable. Whatever Dacorum and Herts CC think about Berkhamsted, it certainly isn't anything about trying to ensure what makes the town appealing remains. Total lack of creative, green-focused, innovative solutions.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1167
<b>Full Name</b>	Mr John Ingleby
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	



<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Working Notes correctly state that:</p> <ul style="list-style-type: none"> <li>• Over abstraction of water resources is an issue in the region</li> <li>• There are issues relating to the future capacity of waste water treatment works serving the area</li> <li>• Dacorum's increasing population will lead to additional pressure on secondary healthcare services in the Borough and also the County as a whole.</li> <li>• The increasing proportion of older people in the Borough's population is likely to put pressure on secondary healthcare needs, as they are likely to utilise healthcare services more than others</li> <li>• All the key roads in south-west Hertfordshire are under pressure from heavy levels of traffic, and associated congestion, which has adverse effects on air quality, quality of life and the local economy</li> <li>• Bus services are not adequately linked between Hemel Hempstead rail station, Maylands and Hemel Hempstead town centre</li> </ul> <p>I disagree with the conclusions because the Notes do not indicate the impact that each of the proposed options would have upon these key constraints, which are already congested or approaching local limits.</p> <p>In particular, Kings Langley (where I live) is currently undergoing expansion, with new accommodation for 40 elderly people opening in the High Street in 2019, and another elderly care home proposed in Hempstead Road. Both these new constructions will increase existing pressures on already congested local parking and traffic movement.</p> <p>Other constraints in Kings Langley include:</p> <ul style="list-style-type: none"> <li>* Severe traffic congestion on A41 and A4251 during rush hours (see Q12)</li> <li>* Local schools and health services operating at full capacity</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1173
<b>Full Name</b>	Ms G Puddiphatt
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I don't agree with the Summary of Assessment of the Green Belt/Rural Area Sites in Berkhamsted, in particular the proposed Green Belt/Rural Area

	<p>site <b>Be-h4 Durrants Lane/ Bell Lane/Darr's Lane</b>. I believe that the key areas such as Water, Flood Risk, Air Quality, Historic Environment and Landscape have not yet been fully explored and there are key concerns about this proposed site. Not to mention the increase in traffic on under developed, under lit and unsuitable, already busy and dangerous single track lanes (as an alternative to Shootersway, which itself is already congested and under strain from other large developments).</p> <p>In developing <b>Be-h4</b>, the destruction of the local wildlife habitats will be irreversible - in particular the Tawny Owl, the bat (Pipistrelle) and badger population. I do not agree that the proposal for the above site is sustainable. Sustainable development is about change for the better. Our natural environment is essential to our wellbeing. How does the plan propose to prevent developmental sprawl and to safeguard the countryside from encroachment. How will you be preserving the setting and special character of Northchurch town.</p> <p>What are you going to provide as compensation to ensure they plan is consistent with Sustainable Development if it were to decide to build on <b>Be-h4</b>. I don't see this written anywhere in the 115 page proposal.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1177
<b>Full Name</b>	Dr Benjamin Heydecker
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I believe that not all of the sustainability assessment objectives have not been addressed adequately for the proposed developments at King's Langley (KL-h1, KL-h2, KL-h3 and HH-h3, which falls in the Parish of King's Langley). I am particularly concerned that the objectives of</p> <ul style="list-style-type: none"> <li>Air Quality</li> <li>Health and wellbeing</li> <li>Sustainable locations</li> </ul> <p>as affected by increased travel activity, impact on the natural environment and increased load on infrastructure have not been addressed by plans at King's Langley.</p> <p>I am concerned about several detrimental effects that would arise from proposed developments. These include:</p> <ul style="list-style-type: none"> <li>Additional motorised road traffic that would be generated by the proposed residential developments that would add congestion to the road network that is currently overloaded. This will have consequences for</li> </ul>

	<p>pollution from noxious emissions (NO2, microscopic particulates PMn) and noise that would affect current and new residents, including especially pupils at schools that are adjacent to proposed developments at sites KL-h1 and KL-h3.</p> <p>Additional loading on the railway services to Euston station in London, which are currently overloaded and crowded during peak periods.</p> <p>Removal of countryside views from schools that would be replaced by views of residential developments at sites KL-h1 and KL-h3.</p> <p>Coalescence of King's Langley with adjacent developed areas: in particular Watford, Abbots Langley and Hunton Bridge to the south, and Apsley and Hemel Hempstead to the north.</p> <p>Threat to the special and historical character of King's Langley village, which would be overwhelmed by the additional volume of residents in the proposed developments.</p> <p>I believe that these issues have not been addressed adequately in the proposals. Indeed, I believe that they are so fundamental as to be beyond adequate address.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1180
<b>Full Name</b>	Mrs Saunders
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It would be better to not build on green belt land at all, rather than try to find space within all these new houses to provide alternative SANGs.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1193
<b>Full Name</b>	Mr Bernard Richardson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There is clear evidence that all the options presented involve loss of valuable and irreplaceable Green Belt

land. For this very reason, the options do not present a sustainable solution. It is essential to consider all other available options, especially brownfield sites such as Bovingdon Airfield. It is notable that the only land owners consulted were those that were offering their valuable land for development. It is important that other land owners (particularly brownfield sites) are approached in order that real and sustainable development in Dacorum is achieved.

In Bovingdon the infrastructure is in bad shape and in desperate need of upgrade, it will not cope with the proposed increases in housing and residents will suffer accordingly. The main roads through the village are not major truck roads but simple residential roads. They are at capacity with many occasions where vehicles can be stationary in both directions. A traffic survey in May 2015 shows that there were 77,000 vehicles movements each week on the Hempstead and Chesham Roads (B4505). The belief is that this number has increased over the last three years.

With proposed developments in Chesham and the plans to create the Maylands Gateway together with the B4505 taking more traffic when the M25 is congested between the M40 and M1, the village urgently needs the relief of an additional road between the Bourne End junction of the A41 for 3 miles to the Chesham Road before any consideration can be given increased housing. No doing so will bring the village to a complete standstill.

The High Street is regularly congested and parking is limited, many residents are giving up with using local shops and going elsewhere adding to the journeys in the village. The Chipperfield Road is used as a relief road for the A41 because of the badly designed junction with the M25.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1239
<b>Full Name</b>	Mrs Prunella Murray
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1248
<b>Full Name</b>	Mr. Mark Scruton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The conclusions seem to suggest that bulldozing the green belt is some how beneficial to the environment and the economy. The green belt was created for a reason and has a lot to do with the prosperity and popularity of the areas near it. destroying it will not enhance it!
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1252
<b>Full Name</b>	Sarah Harper
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Council should be protecting our Green Belt and Countryside and refusing to consider these proposals. There is no need to build on Green Belt land. Kings Langley should not be expanded. The land between each community should remain as open green belt land. The local infrastructure will not cope, there are already long delays to see a GP, schools are already over subscribed. Traffic problems are already horrendous. Add more houses and all those issues will become greater.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1253
<b>Full Name</b>	Sarah Harper
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There are developments for thousands of homes in Hertfordshire already. There are proposals to build thousands of homes in areas like Watford and Aylesbury. What is the intention - to be able to drive from central London to Birmingham without seeing a tree?
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1293

<b>Full Name</b>	Mrs Angela Goddard
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I understand that the government are demanding more homes, and I want young people to be able to afford a home of their own, but to cover Berkhamsted with so many houses with no thought for the poor road network, school places, and health facilities is madness. A small market town with historical links is going to be completely destroyed by the number of cars and traffic problems, and all because the developers want to make a bigger profit than they can in Hemel Hempstead. These houses, therefore, will not be affordable because the developers own the land and want to clean up on a big fat profit.</p> <p>The plan is not sustainable because of the shape of an historic market town with only one road through the valley, and the lack of infrastructure. However much the developers protest they will be in discussions about infrastructure, all the past evidence shows that it will not be improved, and we are already creaking with the building already done. We seem to be at their mercy.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1305
<b>Full Name</b>	Mr Simon Pilling
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This isn't a question requiring a yes/no answer and this system has not been created for the public to easily offer their views officially</p> <p>I don't agree to the massive expansion to Kings Langley, infrastructure - roads, schools, doctors, are at capacity now.</p> <p>Blurring boundaries between local villages, creating one sprawling town is not why the people in Kings Langley chose to live here</p> <p>Building on green belt is irresponsible and will damage air quality, alter the water flow, may cause flooding - especially when concreting over grassland and building in flood plains - Rectory Farm.</p> <p>The permanent loss of green spaces, associated wild life, trees is crazy - More than ever is it important to</p>

	<p>maintain these green spaces for an improved quality of life.</p> <p>More than doubling the number of houses in Kings Langley over the next 10 years without massive infrastructure investment will see Kings Langley implode.</p> <p>we've already been told that the developers do not have enough additional infrastructure investment to support the growth, so once the developers have pocketed their profits and distributed their "thank you" inch thick brown envelopes, it will become the department of transport problem - which could take forever.</p> <p>Why is the plan to double the village when government plans are suggesting a 10% growth everywhere - I can understand a fluctuation of 5 to 10% but doubling?</p> <p>From a sustainability perspective - there are already empty industrial properties at Kings Langley station, and in the Westside industrial park - if these were full then there would be an argument to add more, but they are not.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP101370
<b>Full Name</b>	Mrs Lisa Moore
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am extremely concerned about the proposed development to Green Belt around Kings Langley and Berkhamsted. For a number of reasons as follows:</p> <ol style="list-style-type: none"> <li>1. This is GREEN BELT. The land in Kings Langley is protected for a purpose and this is to protect the green space around the village. It should never be built on. We need to protect the green fields for a number of reasons: health of families in the area, recreational activities (rambling, dog walking), village character.</li> <li>2. The congestion through Kings Langley in the morning and evening rush hour is horrendous, with only 2 viable roads coming in and out of the village: the High Street and the road by Ovaltine. The rush hour traffic to get to the M25 in the morning is always backed up to the village from the M25. The roads around Kings Langley cannot cope with any more traffic. The increased congestion and resulting pollution will result in gridlock and unhealthy levels of pollution.</li> <li>3. The village of Kings Langley should remain a village. The residents of Kings Langley don't want to live in a town that merges into Hemel Hempstead. We should be allowed to retain the character of the village, particularly with the historical significance of the village.</li> </ol>

	<p>4. We do not have enough schools or doctors surgeries in the village to cope with an increase of residents.</p> <p>5. Parking is an issue already, look at the problems around Red Lion Lane where residents are having to park on the main road and causing traffic congestion. Where are all these new residents supposed to park?</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1371
<b>Full Name</b>	Mrs Elaine Kelly
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I think these plans will destroy the village of Kings Langley and the wonderful local business in Wayside Farm. The infrastructure of the village cannot support all of these additional houses. The environment will be damaged. Traffic which is already crazy will be even worse! Schools won't be able to cope. The morning trains from KL station to Euston are already bursting and many morning I've not been able to get on my train let alone get a seat! Additional housing should be build on the outskirts of already established towns like Hemel and Watford not in a small already stretched village. We moved to Kings Langley from Watford to be in the countryside, these plans will ruin the countryside and the village.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1374
<b>Full Name</b>	Mrs Elaine Kelly
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Little to no evidence of a holistic approach to transport and infrastructure planning.</p> <p>I would expect to see detailed input on education resources for each area including assessment of current capacity and expected local growth for housing options, Road capacity and traffic flow, Rail link capacity, Doctors, Parking in the village</p>



<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1381
<b>Full Name</b>	Mr Brian Rook
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>1. The Local Plan is fundamentally incomplete, in that it completely fails to address the massive infrastructure developments (eg road, rail, bus, schools, medical facilities, shops, etc) that will be essential to support such a massive housing growth (worst case 50% housing growth in Tring). As a result, the SA document cannot make any realistic conclusions about the expected effects on environmental sustainability.</p> <p>2. The Local Plan quite rightly states an intention to prioritise brownfield sites over greenfield, yet it goes on to make concrete proposals only for greenfield sites, with scant investigation of all potential brownfield sites. The SA document conclusions should make stronger criticism of the lack of detail on the Local plan</p> <p>3. Green Belt is intended as a green corridor around both building developments and also around AONBs. There is a lack of adequate Green Belt provision between the Chiltern AONB and certain development plans including TR-H1, TR-H4, TR-H6. The SA document conclusions do not address these issues</p> <p>4. The SA document conclusions make no reference to Sustainability Offsetting plans (ref Local Plan 8.1.10). Under offsetting plans, Developers are supposed to contribute to a fund to somehow compensate for the loss of biodiversity etc. At the planning consultation meeting, we were advised by Dacorum planning officers that this scheme is not functioning as it should and Dacorum have no plans to address this.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1390
<b>Full Name</b>	Mr Matt Clarke
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is unacceptable to build on the Green Belt whilst alternative Brownfield sites exist. Inadequate transport

	infrastructure which already cannot cope. It seems that the planned development of the more expensive areas will result in higher CIL levies payable to the local authority.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1391
<b>Full Name</b>	Mrs Louise Clarke
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is clearly not right and justified to look at building on greenbelt sites when there are alternative brownfield sites available. It is also not right to consider effectively doubling the size of Kings Langley which is a village. Not against any development but developments of this size are not suitable.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1435
<b>Full Name</b>	Miss Penelope Allsop
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Kings Langley is already at maximum capacity, we don't have the infrastructure to cope with more housing, WE ARE A VILLAGE
<b>Include files</b>	

<b>Number</b>	Question 1
<b>ID</b>	LPIO1476
<b>Full Name</b>	Mr Dylan Foster-Edwards
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The local infrastructure is already at its maximum and cannot support any additional homes
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1479
<b>Full Name</b>	Mr Peter Le Blond
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1483
<b>Full Name</b>	Mrs Marriott
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1522
<b>Full Name</b>	Mrs Rachel Conradi
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Sustainability does not seem to have been thought through at all.</p> <p>Whilst I agree that we need new homes, the proposals given are not considering where the homes are needed and can be sustainably be made but rather are about where land owners have approached the council offering land for housing. This is the wrong way round.</p> <p>I live in Bovington and the proposal to add 30% more housing on green belt sites has several issues:</p> <p>1) The environmental impact of building on greenfield / agricultural land will be huge. Not least because the village is prone to flooding due to it being built on clay.</p> <p>2) The infrastructure cannot cope already. This is a commuter village. There are not the jobs in the village for the residents and so everyone is forced to drive. Putting more housing here will only add to cars and pollution</p> <p>3) Bucks is also considering the area for development and is considering a development of circa 700 new houses just off the chesham road - that will mean over 1000 new houses all being accessed off the same road - box lane/chesham road! This is already the busiest B road in Hertfordshire. Just imagine the pollution and traffic jams after these developments</p> <p>4) The road infrastructure is only one of many infrastructure issues. The water supply is another big issue for the area. Where will all this extra water come from?</p> <p>5) The primary school in the village is already full. We moved into the area 6 years ago and there was no space for our son in the village school. In fact there was no space in the closest 3 schools - Bovington, Chipperfield or Ley Hill. There is also a need for an additional senior school. This is not included in the plan, nor the environmental impact of making all the infrastructure changes.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1527
<b>Full Name</b>	Mr Lawrence Sutton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Building on the Green Belt cannot every be considered a 'Sustainable' option. Once the green spaces on the edge of our towns/villages are built on they will be lost forever. It is a ridiculous to argument to say any area of open fields would somehow benefit 'environmentally' by</p>

	being built upon. In Berkhamsted if the Green Belt that buffers the town along A41 is built upon this will limit local peoples easy walking access to open countryside which can only have negative consequences.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1541
<b>Full Name</b>	MR PETER SUMMERFIELD
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Greenbelt/greenfield land should NOT be considered. The roads/infrastructure around Bovingdon cannot cope at present and these infrastructure deficiencies should have been considered and a plan put in place before thinking of planning new homes in the area.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1585
<b>Full Name</b>	Mrs Susan Johnson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The net effect of development of Green Belt land can only ever be negative. The cumulative effect of the sites taken together must be considered.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1614
<b>Full Name</b>	Mr Peter Brown
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	The plan makes no sense whatsoever. It will <u>not</u> help to create employment opportunities. It will <u>not</u> promote sustainability. Nothing has changed since the 2012 enquiry. Building houses in the greenbelt, at the top of steep hills with very poor access and no infrastructure is completely irresponsible.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1659
<b>Full Name</b>	Mrs Melanie and Peter Domb
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The addition of so many homes on the Green belt in and around Kings Langley will change the character of the village forever. Kings Langley is a village of some 3000 homes. The local road network, together with the already stretched rail system cannot cope. So many homes have already been built in the last 20 years that it is now starting to coalesce with Apsley. Wayside Farm is one of only two remaining dairy farms in Hertfordshire so to replace it with industrial use or housing will destroy the ethos of our village. Whilst I appreciate the need for new homes, I think that small more sustainable development is a much better option
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1666
<b>Full Name</b>	Jenny Thorburn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Greenbelt could not be developed in general - if this all goes the principle of greenbelt will be gone. There need to be buffer zones between protected countryside ( eg Ashridge) and development. 'ordinary countryside' is of value too. Also there needs to be proper visual appraisal of development. A key point about Berkhamsted is that virtually all the development lies in the valley - if you spread out of it onto the tops it changes its character. also there is no mention of walk ability - at moment virtually everyone in Berkhamsted can walk to services - enlarging the settlement will make this impossible. Same applies to other settlements - planning should not

	assume car based transport ( and if it does then it should provide enough roads and parking spaces to allow that to work).
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1725
<b>Full Name</b>	Mr Kenneth Watts
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Many of the conclusions in the <i>Sustainability Appraisal Working Notes</i> suggest disagreement with issues raised in the policy approach currently embodied in the <i>Issues and Options</i> document. The report also contains mixed and confusing conclusions. In one example of the latter is a sentence spanning 8 lines of text and containing 113 words - and I'm still not sure what it is saying! I do agree with the conclusion that 'the option for the lowest level of housing growth (Option 1) performs best against the environmental SA/SEA objectives as it would require less house-building on greenfield sites and less water consumption, fewer additional cars on the roads etc., that would result from an increased local population. The highest level of growth (Option 3) performs the worst against the environmental objectives for the opposite reasons'. The report also identifies 'that the high levels of growth under Option 3 could put strain on existing services and infrastructure, to the detriment of all residents, both existing and new.' This latter point is of particular pertinence in the context of appropriation of green belt land within or peripheral to the larger villages in the borough. Of particular concern to me is Kings Langley and its' specific issues. Those objections are covered in greater detailed feedback provided to later questions.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1747
<b>Full Name</b>	Mrs Pamela Kingsland
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Where will all this development end and for whom?

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1756
<b>Full Name</b>	Mr Craig Wiggill
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The appraisal assessments have been inappropriately made to achieve the end goal of development of greenbelt sites and the further loading with new development of an area that is already stretched beyond its capacity if it is to retain the integrity of the fine balance that exists between residential and greenbelt. This fine balance is what draws its attractiveness as a beautiful and contributing region relative to some of its neighbouring areas where over-development and unscrupulous land-grabs have been made into greenbelt zones.</p> <p>The DBC is tasked and paid by the residents to PROTECT - not to exploit the area.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1777
<b>Full Name</b>	Mr Richard Case
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>• There is a major flaw in that the report focuses on particular sites rather than overall impact. At individual sites the impact may not be significant. However water, pollution and the environmental aspects are already under strain from previous developments. The cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted given its historic development along the valley bottom.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres and if appropriate local employment opportunities are provided as compared to increased commuter activity.</li> </ul>



	<ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</li> <li>• I do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>• Overall the work by TRL appears perfunctory. The assessments of individual sites seem superficial and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1852
<b>Full Name</b>	Mr Peter Leggett
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	All of the small towns and villages in Dacorum are already over developed. Specifically regarding Berkhamsted which has more than doubled in size since I have lived here. The plans seems to suggest that Dacorum wants a concrete jungle from Tring to Watford. It is absolutely essential to preserve greenbelt and to halt urban sprawl. Berkhamsted is almost continuously clogged with traffic. The infrastructure is completely overloaded. The proposed plan will only make it considerably worse. In the whole area the only places where there is space for any development is in Hemel Hempstead itself. The only real solution is to look at building new towns elsewhere away from such a heavily congested area.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1865
<b>Full Name</b>	Mr Stephen Barnes

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I don't want Berkhamsted to expand any further than it is currently. It will ruin what is a charming countryside town. If we are already ahead of the required quota for additional housing i would like it to stop there.</p> <p>Regards Stephen Barnes</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1870
<b>Full Name</b>	Mrs Alison Hales
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I feel that to develop the Green Belt land in Kings Langley will remove an area of farmland and wildlife from the local environment for ever. When walking in the fields of Wayside Farm I often see deer, foxes, rabbits and birds of prey. Their habitats will be lost and a tranquil area where local residents can enjoy the countryside will be lost for ever. The farm is an important resource for the local community giving access to the countryside and a variety of products in their farm shop. The levels of pollution in the area must already be high as it is surrounded by the M25 and the A41 and the development of Kings Langley's greenbelt areas will increase levels of Nitrogen Dioxide in the area. London Road in Apsley has already been identified as one of three areas in the borough where Nitrogen Dioxide levels exceed the relevant Air Quality Objectives (according to the Sustainability Appraisal). If there is further development in Shendish, Apsley and Kings Langley I can only see this level as being further raised by the increase in traffic. I understand that there is a need for extra housing in the borough but this needs to be met initially by developing Brownfield sites and then by smaller developments within already built up areas. By developing Wayside farm I feel that only the developers will profit and the local residents will be left with hugely increased pressure on local resources such as schools, roads and doctors. The infrastructure is not in place to support the large scale building of houses in the area. This part of Dacorum has already seen a lot of housing built through Kings Langley, Apsley and Nash Mills and I do not feel the area can withstand another large</p>

	development. It can already take me up to an hour to drive to work in Watford in the morning. The buses are also stuck in this traffic and the cost of the train to Watford means this is not an affordable option. I have cycled to work, which I can do along the canal in the summer, but in winter the roads are too dangerous due to the volume of traffic.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1880
<b>Full Name</b>	Evans
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I do not want homes built on green belt land. It is one of the attractive things about living in the area and it would be a terrible thing to lose it.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1909
<b>Full Name</b>	Dr Andrew Higginson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is simply impossible to give a Yes or No answer to a document of this size. There is an awful lot of sense talked and then ignored. I live in Tring. Tring and the surrounding villages took a huge hit from the London slum clearance in the 1960's. This has proved to be unsustainable, in particular to the water supply but also to other infrastructure issues which have never been improved. The water table is falling due to over extraction and soon there will be no more water even for existing houses, and no more Chalk Streams and Rivers. It has also paradoxically caused flash flooding as places such as the Grove Estate were flood plains and are flood plains no more. Building any more in this vicinity and also more importantly on the land between Cow Lane and Dunsley Farm which is part of the Chiltern Escarpment will dramatically increase this flood risk as large amounts of water come down through this land and soak away into the water table protecting Station Road, Cow Lane and the Grove Estate.

	<p>Tring, because it is a Salient, acts as the Market Town to many Buckinghamshire villages, so that in assessing Tring you have to take into account the effect on Tring of the Bucks Local Plan. Tring itself has no need to provide more housing as it is primarily a service town and recreation centre for the surrounding area and what it really needs is an expansion and ring fencing of this vital role rather than housing.</p> <p>The land between Cow Lane and Dunsley Farm used to be AONB. It is owned by Herts CC. With no consultation and almost secrecy it was suddenly no longer AONB despite being part of the Chilterns Escarpment and a vital green corridor into Tring. I will certainly be asking for disclosure of all relevant documents and committee meetings relating to its removal from the AONB should any attempt be made to develop this land (other than Dunsley Farm itself which would be an ideal site for a larger supermarket), as, being owned by Herts it smacks of skulduggery.</p> <p>Finally it would appear to be Government Policy that there will be no building on Green Belt Land in London and the Home Counties. This would appear to be at odds with all of your options.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1910
<b>Full Name</b>	Miss teresa finnigan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO1938
<b>Full Name</b>	Mr Les Mosco
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	This exercise is flawed it doesn't consider the cumulative effects of multiple sites. Green belt development should be absolutely minimised and AONB prohibited. This is not a NIMBY argument, as some relaxation is possible,

but not as much as some of the options suggest. The recent Arup study for Dacorum identified various Green Belt parcels which could be considered for removal from Green Belt. Loosing any Green Belt is bad. Dacorum should be arguing that there are physical limits to growth, ie when an area has exhausted available land it is full, or when local infrastructure can no longer cope nor be expanded, then regardless of theoretical housing need calculations, if the land or infrastructure doesn't exist then development cannot proceed on land that isn't available. Dacorum has a high proportion of Green Belt and AONB. These are assets that are a fundamental part of the character of the area. They should be preserved wherever conceivably possible. AONB should be sacrosanct, with no development except very small parcels, eg conversion of existing buildings for housing with associated very limited 'barn yard' type conversions. These can provide high quality (but expensive) housing, which if limited only small areas do not detract from local amenities. But zero medium and large scale development in AONB should be allowed. Similarly Green Belt development should be limited and strictly controlled. The Arup study identified some possible Green Belt sites for development. A first principle is that Dacorum must resist any sites which that study has not already identified as potential for development. But in addition, there must be consideration of the cumulative effect from allowing several of the 'Arup' sites to be developed. A single site might be deemed OK, but it may not be if a nearby site is also developed. The cumulative effect on roads, schools, social amenities, water supplies, etc etc , must all be considered with clear resolutions - not vague ideas - before development plans are approved. The cumulative impact of development past, present and proposed must be assessed. This is a particularly acute problem for Berkhamsted and Tring. It is the case that infrastructure is creaking. Roads are often log jammed, eg Berkhamsted High Street is now almost always jammed, and parking at peak times is now very difficult. The plan for a multi storey at Lower Kings is stupid. Ignoring the visual impact, how will the cars enter and exit? Lower Kings will become even more jammed. What traffic flow studies have been done to show it will actually work?. Far better to distribute additional car parking around several smaller site developments, to spread the traffic flows. But even that will increase roads pressure. The Herts strategic roads plan for Dacorum identifies the constraints and limited East-West connectivity. It fails to come up with any solutions, because the topography means that there

	<p>are none. So all it can propose is a number of small palliative measures. I accept that is all that is possible; I assume Herts and Dacorum also accept their own plan, but that simply proves that anything more dramatic in Tring and Berkhamsted is simply not possible in our geography of a steep sided valley with natural bottlenecks, for which there are no practical solutions. That must drive the conclusion that Tring and Berkhamsted are already at physical capacity. Hence the conclusion must be that growth on the scale suggested is impractical.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2002
<b>Full Name</b>	Mr Christopher Giddings
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The councils sustainability plans are based on assumptions that a good proportion of new dwelling residents will commute to work either by walking or cycling. This is unrealistic for Kings Langley where there are very limited employment opportunities locally. Public transport at rush hours is beyond capacity (primarily trains to London).</p> <p>The fundamental sustainability assumptions for the development plans are flawed.</p> <p>The council should perform a study of how residents at each of the proposed development sites commute and use these patterns as the building blocks to assess sustainability. I do not see any evidence that this has been performed.</p> <p>Given the dependence on cars as a mode of transport in the borough, the councils own plans to reduce pollution in areas that it has identified as being outside of European clean air standards will not be achievable.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2009
<b>Full Name</b>	Mrs Christine Mabley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The sustainability documents do not cover the necessary impact statements of plans seen as a whole or in light of others forthcoming. Further they have no status for enforcement on developers.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2057
<b>Full Name</b>	Mrs C Taylor
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Kings Langley is already struggling to cope with the amount of traffic at peak times. The trains are also full to capacity. The local health facilities will also come under pressure as there is already a care home due to open in 2019 with a proposal of another to be built. To build on the green belt would also increase pressure on the schools and destroy character of the village
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2077
<b>Full Name</b>	Miss Sarah Gilbert
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2103
<b>Full Name</b>	Mr Nicholas Ring
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	The report's conclusion is:

	<p>In general terms the option for the lowest level of housing growth (Option 1) performs best against the environmental SA/SEA objectives as it would require less house-building on greenfield sites and less water consumption, fewer additional cars on the roads etc., that would result from an increased local population.</p> <p>Kings Langley is at saturation point and any future housing development must be limited to the identified brownfield sites.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2127
<b>Full Name</b>	Mr Simon Ware
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I do not agree with the claim that it is sustainable development to consider building on Greenbelt as this is not giving sufficient weighting to the permanent environmental harm it will cause. It would appear that the economical benefit is being given too much importance within the proposed updated Local Plan.</p> <p>I also do not accept the statement that Dacorum must grow if this growth it to be at the detriment of the Greenbelt. My personal view is that the housing shortage can be easily managed via encouraging building high density apartments on brownfield sites. If none are available in the borough then central government should improve infrastructure to these areas around the UK.</p> <p>Local authorities need to reflect the wishes of the people who have elected them to represent their wishes. I am yet to hear of anyone who is in favour of any development on the Greenbelt. This means that Dacorum can object to the destruction of the Greenbelt via development as they will have the full support of the local population. It would also be a failure of their democratic responsibility to try to redesignate the land as not being Greenbelt due to exceptional circumstances as this would be going against the wishes of the local people who they represent.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2134
<b>Full Name</b>	Mr Martin Adams
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	



<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There simply isn't the infrastructure in place (or sufficient plans to improve) to support such a significant increase in housing within Kings Langley.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2135
<b>Full Name</b>	Mr Simon Ware
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The TRL Sustainability Plan and Options Plan makes no reference to designated Greenbelt land and how development of it will cause harm to the Greenbelt. Section 9 of NPPF indicates that the Greenbelt is fundamental to preventing urban sprawl (Section 79). Local Authorities have a responsibility to protect the Greenbelt and are only allowed to change it via revision of their Local Plan (Section 83) and only in very exceptional circumstances. They need to ensure that sufficient weight (Section 88) has been given to protecting Greenbelt land. Local Authorities should regard the construction of new buildings on Greenbelt as being inappropriate (Section 89).</p> <p>As the majority of the sites that are being proposed will involve development on Greenbelt land, this is considered be a serious omission from the TRL Sustainability Plan and Options Plan</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2136
<b>Full Name</b>	Mr Simon Ware
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>TRL Issues and Options Sustainability Appraisal</p> <p>Loss of Greenbelt in relation to its aim of preventing urban sprawl has not been included in the list of SA Objectives being considered. It is only made a passing reference to in SA9 and SA12. Insufficient consideration has been given to the potential adverse effects on the community resulting from its loss.</p>

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2137
<b>Full Name</b>	Mr Simon Ware
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>TRL Schedule of Site Appraisals</p> <p>Land North of Station Road, Tring (Tr-h1), Land West of Marshcroft Lane, Tring (Tr-h2)</p> <p>These areas of land are known to have poor drainage and will flood during periods of increased rainfall, which will become more important with climatic change. The underlying geology is Head (predominantly clay, silt) overlying chalk. Soakage tests that my company (WDE Consulting Ltd) has completed on the eastern side of Tring has indicated that there is very poor permeability (&lt;10-6m/sec), which has prevent SUDs being considered. There will therefore have to be further assessment considered for the discharge of surface water drainage prior to approval of any development on these two sites.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2153
<b>Full Name</b>	Mr Les Mosco
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This exercise is flawed because it doesn't consider the cumulative effects of multiple sites. Green belt development should be absolutely minimised and AONB prohibited. This is not a NIMBY argument, as some relaxation is possible, but not as much as some of the options suggest.</p> <p>The recent Arup study for Dacorum identified various Green Belt parcels which could be considered for removal from Green Belt. Loosing any Green Belt is bad. Dacorum should be arguing that there are physical limits to growth, ie when an area has exhausted available land it is full, or when local infrastructure can no longer cope</p>

nor be expanded, then regardless of theoretical housing need calculations, if the land or infrastructure doesn't exist then development cannot proceed on land that isn't available.

Dacorum has a high proportion of Green Belt and AONB. These are assets that are a fundamental part of the character of the area. They should be preserved wherever conceivably possible.

AONB should be sacrosanct, with no development except very small parcels, eg conversion of existing buildings for housing with associated very limited 'barn yard' type conversions. These can provide high quality (but expensive) housing, which if limited only small areas do not detract from local amenities. But zero medium and large scale development in AONB should be allowed.

Similarly Green Belt development should be limited and strictly controlled. The Arup study identified some possible Green Belt sites for development. A first principle is that Dacorum must resist any sites which that study has not already identified as potential for development. But in addition, there must be consideration of the cumulative effect from allowing several of the 'Arup' sites to be developed. A single site might be deemed OK, but it may not be if a nearby site is also developed. The cumulative effect on roads, schools, social amenities, water supplies, etc etc , must all be considered with clear resolutions - not vague ideas - before development plans are approved. The cumulative impact of development past, present and proposed must be assessed.

This is a particularly acute problem for Berkhamsted and Tring. It is already the case that infrastructure is creaking. Roads are often log jammed, eg Berkhamsted High Street is now almost always jammed, and parking at peak times is now very difficult. The plan for a multi storey at Lower Kings is stupid. Ignoring the visual impact, how will the cars enter and exit? Lower Kings will become even more jammed. What traffic flow studies have been done to show it will actually work? Far better to distribute additional car parking around several smaller site developments, to spread the traffic flows. But even that will increase roads pressure.

The Herts strategic roads plan for Dacorum identifies the constraints and limited East-West connectivity. It fails to come up with any solutions, because the topography means that there are none. So all it can propose is a number of small palliative measures. I accept that is all that is possible; I assume Herts and Dacorum also accept their own plan, but that simply proves that anything more dramatic in Tring and Berkhamsted is simply not possible in our geography of a steep sided valley with natural bottlenecks, for which there are no practical solutions. That must drive the

	conclusion that Tring and Berkhamsted are already at physical capacity. Hence the conclusion must be that growth on the scale suggested is impractical.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2198
<b>Full Name</b>	Mrs Melanie Flowers
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I do not feel that the Sustainability Appraisal working note makes particularly clear conclusions regarding the sustainability and environmental impact of the development proposals (and is also excessively complicated and lengthy for non-planners to digest), however I do agree with several of the points made in the document. The report concludes that Option 1 performs best against environmental objectives as there would be less housebuilding on greenbelt, less water consumption and fewer additional cars on the road. I feel that Option 1A is the best of the options overall as it has the lowest level of green belt development and what there is, is focused around existing towns where new employment and housing could be located close to each other. I agree that Option 3 would lead to the most negative impacts on factors such as pollution, flooding, access to healthcare (spreading development through the Borough) due to the erosion of the Greenbelt. I also feel that this is the least sustainable option from an environmental and infrastructure point of view as it appears to focus a large amount of development on Green Belt in all areas, and particularly in the Kings Langley area. This would impact massively on the levels of traffic passing through the village (which is already gridlocked for much of the day) and the associated air pollution. Should large scale housing development occur in Kings Langley it would inevitably attract commuters due to proximity to motorways and mainline rail into London. Both of these transport options are already massively overcrowded so the road network would become even more overloaded. If jobs are to be created in Hemel Hempstead for the Borough, it makes sense to focus housing development on brownfield sites in both the town (so that more green travel options were available) and also in Tring and Berkhamsted as it wouldn't then add to the already congested traffic around the Two Waters/Apsley/Kings Langley area. There is no capacity for building additional roads in Kings Langley due to the valley location and canal. Building on green belt at Rectory Farm would also negatively affect the canal side environment and large scale building at Hill Farm, Wayside Farm and Shendish (which is included under Hemel Hempstead but is in fact part of Kings</p>

	<p>Langley) would inevitably affect the run off of rainwater and increase flooding problems already occurring at the bottom of the hill on roads leading onto Watford/Hempstead roads. School places and accessibility of Watford Hospital would also be negatively impacted.</p> <p>The document rejects significant expansion of a large village (p 28) for the reasons of directing development to less sustainable part of the Borough without key services and facilities and also substantial changes to the compact and rural character of villages. Option 3 entails large scale development of Kings Langley which would definitely classify as significant expansion of the village and should therefore be rejected on this basis.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2217
<b>Full Name</b>	Mr Peter Flowers
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am extremely concerned about the proposed development to Green Belt around Kings Langley.</p> <ol style="list-style-type: none"> <li>1. This is GREEN BELT. The land in Kings Langley is protected for a purpose and this is to protect the green space around the village. It should never be built on. We need to protect the green fields for a number of reasons: health of families in the area, recreational activities (rambling, dog walking), village character.</li> <li>2. The congestion through Kings Langley in the morning and evening rush hour is horrendous, with only 2 viable roads coming in and out of the village: the High Street and the road by Ovaltine. The rush hour traffic to get to the M25 in the morning is always backed up to the village from the M25. The roads around Kings Langley cannot cope with any more traffic. The increased congestion and resulting pollution will result in gridlock and unhealthy levels of pollution.</li> <li>3. The village of Kings Langley should remain a village. The residents of Kings Langley don't want to live in a town that merges into Hemel Hempstead. We should be allowed to retain the character of the village, particularly with the historical significance of the village.</li> <li>4. We do not have enough schools or doctors surgeries in the village to cope with an increase of residents.</li> <li>5. Parking is an issue already, look at the problems around Red Lion Lane where residents are having to</li> </ol>

	park on the main road and causing traffic congestion. Where are all these new residents supposed to park? 6. The proposals show scant regard for the need to improve infrastructure as a priority before looking at any form of house building in the village
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2218
<b>Full Name</b>	Mr Peter Flowers
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	By it's own admission the Council is failing to take into account what is needed.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2225
<b>Full Name</b>	Mrs Karlene Malin
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2259
<b>Full Name</b>	Mrs Karen Evans
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Do any of the committee involved in the decision-making actually live in Berkhamsted, and use its facilities, or more correctly put - lack of facilities.  How can the town sustain more residents when it takes 2 weeks to get an appointment with a GP, with the current population.

	<p>We have no proper hospital in the borough with the full range of services required to look after the current population, so how can the Borough sustain and look after further population growth.</p> <p>There is completely inadequate parking facilities for shopping and leisure in Berkhamsted at the moment so further housing would only add to the burden placed upon the Town Centre.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP102282
<b>Full Name</b>	Mr David Glenister
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I do not accept the Summary of Assessment of the Green Belt/Rural Area Sites in Berkhamsted, Belt/Rural Area site (Be-h4 Durrants Lane/ Bell Lane/Darr's Lane). The environmental aspects and impacts associated with key areas such as Landscape, Water, Flood Risk, Air Quality, Historic and Environment have not yet been research properly and there are serious concerns about this proposed site.</p> <p>No building on green belt should be undertaken. Once this has been undertaken it will be lost for ever and will give the green light to further developments. It will effectively give way to London expansion and will become the equivalent of Houston in USA a terrible urban sprawl. The size of the development is too great and will change the character of Berkhamsted for ever. This is no way to provide a legacy for our children for the future.</p> <p>Berkhamsted is already creaking with traffic build up in the high street, doctor surgeries than cannot cope, lack of parking space and environmental air quality becoming poor in the town centre.</p> <p>There has been no proper thought with regard to roads, open spaces, footpaths green areas, schools, amenities (doctor &amp; dental surgeries, nurseries, care homes) impact on trains from Berkhamsted.</p> <p>The proposed plans will ruin Berkhamsted forever.</p>
<b>Include files</b>	
<b>Number</b>	Question 1

<b>ID</b>	LPIO2300
<b>Full Name</b>	Mr Paul Crosland
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The impact of the increased housing provision proposed does not take any account of improvements to infrastructure (private and public transport, utilities, health, education etc. and without such consideration, the Local Plan cannot be 'sustainable'.</p> <p>The conclusion that highest level growth option would provide a population size that would help to support the local economy and the new large developments would provide new facilities and infrastructure for use by the Borough as a whole is not supported by evidence. Current evidence is that very little infrastructure is provided with new developments and existing facilities therefore come under increasing pressure.</p> <p>No evidence is provided to support the statement that development envisaged by Option 3 would provide "the range of homes to meet future needs of the Borough, particularly in relation to affordable housing." Provision of new social housing in Berkhamsted has been very poor and it is unlikely that this situation will change without a change in government policy.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2302
<b>Full Name</b>	Mr George Bull
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>No reasonable person can dispute the need for more housing. However, the nature and location of that housing is critical. From my perspective, the key issues are:</p> <ol style="list-style-type: none"> <li>1. the wholesale destruction of large amounts of greenbelt land to make way for very large housing estates is a once-and-for-ever loss of natural habitat and wildlife. The green belt exists for a purpose and should not be regarded as an easy target for development. It should only be encroached upon as a last resort once brownfield sites have been exhausted</li> </ol>



	<p>and existing planning permissions already developed to the full.</p> <p>2. DBC will not tell me how many potential homes are the subject to planning approvals, where development work has not yet started. So far as I can make out, this pipeline has not been included in the current considerations.</p> <p>3. Massive single developments such as those proposed around Tring irrevocably change the nature of communities. The possibilities currently being explored would leave the infrastructure – roads, water, sewerage, electricity, schools and medical – hopelessly unable to cope.</p> <p>4. On the specific question of sustainable development, the current ambiguities within the National Planning Policy Framework are being resolved against the interests of local residents. That is neither just nor fair. This sustainable development scorecard marks an alternative approach to assessment:  <a href="http://www2.iceniprjects.com/e/341111/2017-12-06/289fc/135811422">http://www2.iceniprjects.com/e/341111/2017-12-06/289fc/135811422</a></p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2331
<b>Full Name</b>	Dr Nick Hodsdon
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The plan does not seem to take sufficient account of the increased pressure on the local road network and services.</p> <p>Kings Langley and Apsley suffer severe traffic congestion during peak times and there is little scope to increase road capacity. Unless you work in London or close to a rail station public transport is not an option for commuting.</p> <p>The M25 is also severely congested in both direction from J20 and the M1 frequently congested at peak times</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2397
<b>Full Name</b>	Mr Darrell Braid
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It does not appear that enough impact assessments have been done on development in proximity to the special sites nor on the habitat and ecological impact of more building in the Berkhamsted valley from pollution and disruption of animal habitat and increased population and the affect on Beechwoods of all this and on the visual impact on the AONB of Ashridge from any further development in the Berkhamsted valley . However it is quite obvious that the impact will be hugely negative.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2398
<b>Full Name</b>	Mrs Marriott
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It does not consider the social and economic elements of sustainability sufficiently enough. Just creating some green space to tick boxes should not be sufficient to push forward plans for constructing thousands of new dwelling in green belt. The environment impact of introducing thousands of extra vehicles to the roads right next to the Chiltern AONB should also not be discounted.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2418
<b>Full Name</b>	Mr Graham Webb
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Stop building on Green Belt land.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2429
<b>Full Name</b>	Mr Timothy Copeman
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Whilst the sentiments of this document should be applauded it does not address the wider issues that face the local community. The current infrastructure cannot sustain any additional housing and population growth even if this is through Brown or green field development. The roads are clogged during peak travel times to an extent where it can take up to an hour to get from Kings Langley to Watford. The public transport system is totally inadequate including the feed service to the main line railway stations. Railway commuting is a disgrace, expensive and over crowded. Doctor surgeries are already working to capacity.</p> <p>Until there is a holistic approach to the strategic plan you should not be considering the expansion of this community.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2452
<b>Full Name</b>	Mr Darrell Braid
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2518
<b>Full Name</b>	Mr David Stanier
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The current state of the infrastructure is much worse than you have assessed.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2524
<b>Full Name</b>	Miss Jane Reynolds
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The green belt land in Kings Langley and surrounding area's should be protected and not built on for many reasons.</p> <p>Not only will it turn our villages into towns, think of all the nature we will lose. We have beautiful country side and wildlife surrounding our village which is why we live here an not in a town. Also Wayside farm has 1 of only 2 Jersey herds in the country and that would be a massive loss not only to the farmer, the country but also us as a community who buy the farms produce, take our children to see the cows and calf's and learn where milk actually comes from. Also to walk through the natural beauty of where the farm is situated.</p> <p>With the houses already built there has been no new infrastructure and the village is already suffering. The parking and traffic is horrendous already, not enough school spaces for local children, waiting over a month for a doctors appointment if you can get there in time after being caught up in traffic. Getting to work is a nightmare already without adding more people to join the same queues.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2532
<b>Full Name</b>	Mr David Stanier
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The current state of the infrastructure is worse than the assessment, hence considering extra building is more problematic than has been considered.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2533
<b>Full Name</b>	Mr Kevin Kelly
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	Greenfield sites should not be considered, especially around our villages until ALL viable brownfield sites have been exhausted. This is Government policy which should be followed wherever possible to protect our towns and villages and leave a legacy for future generations to enjoy.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2545
<b>Full Name</b>	Mrs Sue Lower
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2548
<b>Full Name</b>	Lisa Savage
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Having been a resident of Kings Langley for nearly 30 years, I am extremely concerned about the proposed development to the village Green Belt. The reasons I do not agree with the conclusions are:</p> <p>Green belts were created to prevent urban sprawl and stop neighbouring towns merging into one another. Proceeding with the proposed developments will result in Kings Langley essentially merging with Hemel Hempstead or Watford, which is entirely contradictory to the purpose of Green belt land.</p> <p>Green belt needs to be protected for the benefit of the environment, wildlife, health of families and recreational purposes. We are fortunate to have an array of wildlife on our doorstep including foxes, badgers, owls, deer and woodpeckers – all their habitat would be destroyed by the development proposals put forward.</p> <p>It is already exceedingly challenging to get out of the village in rush hour. If you're not through the village by 7.15 am then it's gridlocked. This is damaging to family life as the working day starts earlier and earlier, whilst also resulting in increased pollution. The A41 bypass was built some years ago to supposedly ease congestion and the result? That too is gridlocked.</p>

	<p>Kings Langley is a village and as residents we want to maintain village status. There is acknowledgement of a requirement for additional housing nationally however; there has already been circa 2500 new homes built in and around Kings Langley in recent years including development of Ovaltine, Apsley Lock and Nash Mills, as well as a huge estate on the Apsley side of Shendish. This has put huge pressure on existing resources and infrastructure, including roads, healthcare and schooling. To add to the burden with proposals of up to 2000 additional new homes would simply result in breaking point for most services.</p> <p>Where development has to proceed it must be on brownfield sites or areas where there is sustainable infrastructure.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2556
<b>Full Name</b>	Lisa Savage
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Having been a resident of Kings Langley for nearly 30 years, I am extremely concerned about the proposed development to the village Green Belt. The reasons I do not agree with the conclusions are:</p> <p>Green belts were created to prevent urban sprawl and stop neighbouring towns merging into one another. Proceeding with the proposed developments will result in Kings Langley essentially merging with Hemel Hempstead or Watford, which is entirely contradictory to the purpose of Green belt land.</p> <p>Green belt needs to be protected for the benefit of the environment, wildlife, health of families and recreational purposes. We are fortunate to have an array of wildlife on our doorstep including foxes, badgers, owls, deer and woodpeckers – all their habitat would be destroyed by the development proposals put forward.</p> <p>It is already exceedingly challenging to get out of the village in rush hour. If you're not through the village by 7.15 am then it's gridlocked. This is damaging to family life as the working day starts earlier and earlier, whilst also resulting in increased pollution. The A41 bypass was built some years ago to supposedly ease congestion and the result? That too is gridlocked.</p> <p>Kings Langley is a village and as residents we want to maintain village status. There is acknowledgement of a requirement for additional housing nationally however; there has already been circa 2500 new homes built in and around Kings Langley in recent years including development of Ovaltine, Apsley Lock and Nash Mills, as well as a huge estate on the Apsley side of Shendish.</p>

	<p>This has put huge pressure on existing resources and infrastructure, including roads, healthcare and schooling. To add to the burden with proposals of up to 2000 additional new homes would simply result in breaking point for most services.</p> <p>Where development has to proceed it must be on brownfield sites or areas where there is sustainable infrastructure.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2563
<b>Full Name</b>	Mr Kevin Kelly
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2572
<b>Full Name</b>	Mrs Carolyn Wallis
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Sustainability Appraisal working note appears to have a number of conclusions - the only positive one relating to policies which will be included in the Local Plan. I have no problem with this conclusion provided that the policies are followed and not just relegated to words included in the document to tick certain boxes.</p> <p>However the main statement in the conclusion to the working note states that there is a large amount of uncertainty relating to the prediction of the likely effects against sustainable objectives and conflicts between them which the council has not yet addressed.</p> <p>The document also concludes that all the options will have a negative impact on water supply and loss of soil – the council needs to fully investigate these matters further before proceeding with any local plan</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2583
<b>Full Name</b>	Mrs Sandra Jackson

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There are too many documents, each with links to other documents, plus references to scoping documents prepared previously, for a true picture to be provided clearly to me.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP102586
<b>Full Name</b>	Mr Daniel O'Connor
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>In response to the local plan, I am breaking this down into a number of subsections</p> <p>1. Local Traffic</p> <p>Building on the Greenbelt on the proposed sites in and around Kings Langley Parish is not acceptable for the following reasons.</p> <p>a) The A4251 - one of only two local roads (the other being Station Road to Belswains Lane in Hemel Hempstead) is already hugely congested on a daily basis - just look on any working day in rush hour where traffic backs up from the M25 roundabout all the way up to the high street and beyond. At the other end of the day, (rush hour coming home) traffic backs up from the M25 all the way back to Hunton Bridge. Outside of peak hour's traffic is unable to flow on this road as it is, due to the parking bays in the high street. This was lauded by the Council as a neutral traffic calming measure and which is now seen as something most people accept. By developing in Kings Langley Green Belt you are already exasperating an existing problem.</p> <p>Now, if you go building huge amounts of houses on the sites proposed in the local plan (especially wayside farm!) you will make an already difficult commute from Kings Langley to Hemel Hempstead take even longer, this is on the assumption that for each dwelling there will be at least one car. The reality is far more likely to be 2-3 cars per dwelling.</p> <p>The A41 southbound to the M25 roundabout where it joins the A4251 - already backs up during peak hours. This traffic along with traffic that comes from the A2451 and dissipates to 3 already congested routes, one of them the busiest routes on the M25 between Watford</p>



and Gatwick Airport - which on most days you'll find you are lucky if you are travelling on the M25 in the direction of Gatwick airport at much more than 15mph.

Building houses on this part of the county will essentially invite all new arrivals to make use of this infrastructure that cannot cope ALREADY! You would be complicit in making life much worse for the residents of this area.

This is contrary to your growth statement under figure 1.0.1 - "I want to make sure Dacorum continues to be a place where I enjoy living and working" and also figure 3.5.2 where building on Greenbelt land is also contrary to interests of "The components of sustainable development (Environment) " taking into consideration the environmental impact of concreting over green space and replacing it with dwellings, all churning out CO2 as well as the increased volumes of traffic that will come with each dwelling.

As far as weekend travel goes, commuting between Kings Langley and Hemel Hempstead via the A2451 already faces congestion through Kings Langley High Street, that briefly free's up before the Railway Bridge and Red Lion Lane, before it goes back to a standstill not too far shy of the business park on the right handside as you pass the Red Lion Pub and stretches all the way up to Sainsbury's and then onwards to the A41 Junction at Apsley and Hemel Hempstead. It's important to note also at this juncture, the impact of the new development on Red Lion Lane has left a mess that nobody is currently dealing with, that mess is the inadequate parking that has led to nose-to-tail parking on the right hand side of Red Lion Lane opposite the Red Lion Pub. The planning application for this either wilfully neglected this issue or it was not thought out properly. Whilst not strictly connected with a conversation we are having here, it IS indicative of the fact the County Council do not take into consideration the impact on local traffic and residents when considering planning applications. Clear this mess up before you start consulting with residence on creating another one.

Apsley has always been congested also and is even more so now because of Aspen Park. What are you going to do to remove the congestion between Kings Langley and Hemel Hemsptead via Apsley?

## 2) Train Travel

The London Midland Service (Now London North-western Railway) running through the main green belt areas as proposed is already over-subscribed. Have you attempted to travel out of Kings Langley during rush hour on the train? If you haven't what you can expect is a heavily congested platform number 4, that if you can embark on a train there is never any seating and at best, (as I have done frequently in the past) you can expect to be pressed against the doors of the train. Ultimately, the service is way, way over subscribed during peak periods. Transport for London Provide the rolling stock (currently 12 cars in peak time) and despite my numerous complaints about overcrowding in the past, they simply deflect this issue back onto TfL - that is without taking into consideration the fact the platforms between here and London Euston will at some point

require lengthening to accommodate more train carriages.

What is also important to take into consideration here on top of the fact Kings Langley station during peak hours suffers severe congestion on services into London is that Governments White Elephant HS2 is due to start imminently, meaning years of disruption of services into Euston - with the amount of terminating platforms expected to be cut by a third - this will mean fewer services and long delays. With this in mind, it is a ridiculous notion to consider building any more dwellings on the Green Belt Close to Kings Langley, Apsley and Hemel Hempstead. The infrastructure cannot cope ALREADY!

### 3) The Size of each proposed development

The size of each proposed development and the number of dwellings suggested is not in keeping with the character of the villages of Kings Langley, Apsley, Tring. The development plan clearly shows the intention to join Kings Langley and Apsley with Hemel Hempstead. Coalescence is not acceptable and again is contrary to the keeping of these separate villages and Hemel Hempstead Town. In the plan, the following statement is made @ 5.2.1: "A key purpose of Green Belt is to keep a sense of openness between built up areas (in this case around London), together with other factors such as protecting the countryside from development and supporting urban regeneration. Green Belt also provides opportunities for people to access the countryside, to grow food and support nature conservation."

Your plan blatantly flies in the face of this statement – What is it that you actually believe? That the Green belt IS important. Or is it that you should give it away for development and wrecking the villages in which we live? It's one or the other, if it's the former then you need to de-scope the greenbelt from your plan. Please do answer this question in your follow up response.

### 4) Brexit.

In regards to the UK's decision to leave the European Union, it's safe to say one of the demands on housing stock in the UK has come from the fact that we currently have an open door to 500m people from the European Union under the freedom of movement. This has undoubtedly caused this increase in demand and property values since the door was opened for the vast majority of nation states in 2004. The biggest issue I have in relation to this development plan is that you want to build on Green Belt (as if that wasn't bad enough) at a time The United Kingdom is negotiating their withdrawal, which will bring about the end of Freedom of Movement - without freedom of movement you will see a decline in demand for housing. Boosting building at a time where demand is starting to fall will have an adverse impact to the local markets where this building is proposed. Whilst nobody has a right to year on year inflation of their property value, it is more than fair to say boosting building as demand falls could well leave mortgage holders like me and many others in Kings Langley, Apsley and Tring with the risk of negative equity. This is unacceptable, we are not talking about

market forces here, we are talking about bad planning decisions when there are known factors that will affect supply and demand and the value of people's homes.

#### 4) Wayside Farm in Particular.

Wayside farm provides many local people - and those from surrounding village's milk and produce from the farm shop. This farm is a much-loved attraction in Kings Langley; I speak regularly with Tom and Charlie as we walk our dog over their farmland. The route over their land and adjoining green space takes in some magnificent scenery and once you have crossed the A41 walkway you are alone in the beauty of the countryside - all you can hear are birds as you make your way across the fields to Chipperfield where there are a variety of places to eat and drink. Concreting over wayside would result in not only the loss of our farm, the beautiful animals and the shop, but also the loss of many fantastic walks away from hustle and bustle of normal life. It is wholly unacceptable and again in complete contrary to the desire to make Dacorum a great place to live that respects its environmental green space.

#### 5)

Potential Sites to build on:

One such site you should consider building on is at the top of the Marlowes, In what I can only describe as the 'Market square' a hundred yards up from Santander on the left going towards the old town. This square has run down shacks (are they called 'retail units?') all-round the perimeter and the last time I was there I honestly could not understand how that part of town (along with the pub next door) as not been acquired to build homes. It is the most run down part of the high street and an eye sore. Do something with it.

With my initial thoughts above, I would recommend you stick with plan 1A - Development of existing brown field sites only.

Finally, I would also like you to think about what you will say to the Government in after this Green Belt has been utterly destroyed by housing, when they come calling again for more houses to be built. When is enough, enough? The question to the Government is how much longer can it be expected you hold the door open to Europe under freedom of movement? When are we going to look at population control over development of Green Belt?

It's impossible that you can consider that infite growth is a 'good thing'? Also, push developers to bid on the open market for land instead of trying to steal the green belt land from voters. Whilst this would appear to be nice and easy, this land belong to us all. If it's obviously clear we do not want development on our land, then that is and should be, the end of the matter.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP102603
<b>Full Name</b>	MS Nicola Hutton
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am not an expert and do not have the training and know;ledge to properly understand the document but I would hope that my comments are taken into account if not in the right place!!!! am commenting in relation to the proposed develop[ment on greenbelt land around Kings langley. Firstly I would argue that this is not sustainable for the folioing reasons</p> <p>1. There has been considerable development on brownfield sites in Apsley particulary Sappi Mills and flats on London Road near Apsley train station and opposite so that already there is encroachment and potential for merging Hemel hempseatd, Apsley with Kings langley. The development of 900 houses and a school at Shendish with access from London road would considerably add to this congestion with a negative impact upon both current residents and that of potential residents on the proposed site. . The access roads i.e. 4251 are congested with considerable delays at key times of the day when most people are travelling to school and to work. There are tail backs and extreme difficulty in driving through Kings Langley to the M25 motorway.2. There is considerable emphasis placed upon reducing the need for car travel. As a keen cyclist as well as a car driver I can see things from both points of view. The local experience is that with new developments there is not adequate provision for car parking with the result that cars are parked upon previously empty lanes/road. An example of this is Red Lion Lane where pedestrian access is COMPLETELY blocked with the risk of fatal accident if anyone is unlucky enough to have a pushchair to cross the road. The road is also narrowed due to the parked cars. I understand that as there is a train station nearby there is not the requiremnt to provide parking bout the reality of modern life is that people have a minimum of one car and potentially substantially more including work vehicles. The proposed development would double the village numbers introducing a large number of vehicles onto the road. As a keen cyclist who cycles around Kings Langley I do not consider that there is adequate safe provision of cycle routes and education of car drivers and cyclists to ensure that the cyclist has a reasonable chance of arriving home alive.3. The SA implies that there is high water usage within hemel hempstead. A further doubling of the village population of houses will place additional pressure upon resources.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2606
<b>Full Name</b>	MS Nicola Hutton
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The use of green belt land for development should not be an option. My concern is that the development options are being based on what landowners are repeatedly submitting for development which indicates an eye for profit rather than the 'apparently' noble idea of the provision of affordable homes for the young people who are having difficulty in accessing the housing market.</p> <p>The sites proposed around Kings Langley are hardly likely to provide the 'affordable housing that is required for any children of current residents and for those who would wish to downsize.</p> <p>The sites proposed around Kings Langley would place additional pressure on transportation links. The A4251 and A41 are heavily congested during the day particularly at peak times with a bottleneck always created through Kings Langley village. Apparently if there is access to rail links and public transport developers do not have to make adequate provision for car parking on new developments. The current experience of the development at Sappi Mills is that cars are now having to park on Red Lion Lane. The cars block the pavement completely forcing pedestrians to walk in the road. This is particularly dangerous if you have a child in a pushchair potentially having to edge the pushchair out into oncoming traffic between two cars. It is ludicrous but now in situation where parents have to use a car to transport a child to a local nursery 10 mins walking distance because of car parking issues. The proposal of 900 houses and a school at Shendish with access from London Road will add at least 900 cars to on the road.</p> <p>Whilst there is always talk of encouraging the use of public transport the reality is that households have a minimum of one car each and this is very conservative estimate. It is more likely to be an average of two cars based on my experience in Rucklers Lane. There has been ongoing issues with car parking on London Road for many years which presents a risk for pedestrians, car drivers and cyclists. Access to Shendish could NOT be through Rucklers Lane given that this lane is narrow with cars parked on each side of the road. Rucklers lane already has problems with parking and with cars speeding down it.</p> <p>The development of Shendish contradicts each of the NPPF purposes of the Green belt: This development would further increase the sprawl from Apsley to merge with Kings Langley at Rucklers lane. It would lead to a merging of Hemel Hempstead, Apsley into Kings Langley.</p> <p>Once this has happened it could conceivably pave the way for further development in the future! It certainly will not assist in safeguarding the country side from encroachment!</p> <p>Whilst I have focused on the Shendish development the same applies to the proposed development of Wayside Farm, Rectory Farm and Hill farm. Wayside farm</p>

	provides an important provision of local milk and local grown produce. The development of these sites leads to an unrestricted sprawl of large built up areas.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2627
<b>Full Name</b>	Mr STEPHEN PERFECT
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	Bulldozing Green Belt land and building on it cannot be regarded as sustainable development. It is destroying the environment that is built upon and also damaging the surrounding environment. The roads around Kings Langley, including the High Street, Love lane, Common Lane, Vicarage Lane and Langley Hill are already completely congested due to the three schools at the top of Love Lane and Langley Hill. The village is also contained by the fields around Hill Farm, Shendish and Wayside Farm. The proposed building will do nothing but destroy this environment and create even more congestion, noise and the loss of the village character.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2637
<b>Full Name</b>	Mr Alan Andrews
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The roads in and around kings langley are already heavily congested and it's takes me longer to get out of the village and onto the M25 roundabout than it does to actually travel to my place of work in Denham. Building further housing (, especially on greenbelt land) is unbelievable. Not only will this put extra pressure on local GPs. It will also ruin the village status. People choose to live here because of its community spirit which will be lost if these projects go ahead. I live near shendish and the building on this site will disrupt the wildlife. I frequently see Badgers. Bats. Owls and foxes. This will destroy their habitate. The arguement that this will be better for the local economy is not relevant as I do not believe we need any further shops etc as we have good local more traditional shops at hand.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2698
<b>Full Name</b>	Mr Norman Allan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I live in Kings Langley and feel that you have not seriously looked at the Sustainable Appraisal factors with the infrastructure impact at all. The roads and schools are full at the moment with the recent Brownfield developments in the Apsley Lock and Kings Langley area. In addition all the proposals affecting Kings Langley are putting fictional proposals of schools, health, infrastructure jobs etc. These have no substance and as far as I know unenforceable. I know of examples where when the Green belt is released then these offers disappear leaving existing facilities massively stretched and not fit for purpose.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2702
<b>Full Name</b>	mr Mario yiannopoulos
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Sustainability does not seem to have been thought through at all.</p> <p>The Local Plan is supposed to consolidate all our fragmented ideas into a single coherent and sustainable plan to 2036 - ie the next 20 years.</p> <p>The Sustainability report has jumped straight to a list of sites offered up by opportunistic local landowners with no reference to securing sites for the critical healthcare, schooling, local traffic and infrastructure to promote sustainable growth - the stated need for the Plan. The process of identifying sites should start with this as prerequisite for all choices of site rather than a random bunch of sites in areas already without a sustainable platform to grow.</p> <p>I live in Bovington and the proposal to add 30% more housing on green belt sites has several issues:</p>

	<p>1) The environmental impact of building on greenfield / agricultural land will be huge. Not least because the village is prone to flooding due to it being built on clay.</p> <p>2) The infrastructure cannot cope already. This is a commuter village. There are not the jobs in the village for the residents and so everyone is forced to drive. Putting more housing here will only add to cars and pollution</p> <p>3) Bucks is also considering the area for development and is considering a development of circa 700 new houses just off the chesham road - that will mean over 1000 new houses all being accessed off the same road - box lane/chesham road! This is already the busiest B road in Hertfordshire. Just imagine the pollution and traffic jams after these developments</p> <p>4) The road infrastructure is only one of many infrastructure issues. The water supply is another big issue for the area. Where will all this extra water come from?</p> <p>5) The primary school in the village is already full. We moved into the area 6 years ago and there was no space for our son in the village school. In fact there was no space in the closest 3 schools - Bovingdon, Chipperfield or Ley Hill. There is also a need for an additional senior school. This is not included in the plan, nor the environmental impact of making all the infrastructure changes.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2714
<b>Full Name</b>	Mr James Puddiphatt
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2743
<b>Full Name</b>	Mr Cyril Mills
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There are major issues with the Sustainability Appraisal across many of the sites. There are currently major



	problems with infrastructure which seemed to be completely disregarded. An example is the A4251 between the A41 /M25 junction and Two Waters Hemel Hempstead. It is disingenuous to think that cycling/walking/public transport will prevail. This would be both dangerous and unpleasant because of the current gridlock levels of congestion and pollution resulting from previous developments in the area. Social facilities/education /employment are not locally positioned and nothing in the plans will provide for these essentials.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2757
<b>Full Name</b>	Mrs Kerry Pearson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Whilst the document highlights the key requirements and reports covering sustainability - it does not provide the full information to make informed decisions. Greater work is required to fully appreciate the impact developments will have on all aspects of the planning information and proposed sites.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2760
<b>Full Name</b>	mrs Gillian Hooper
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The environmental impact of building on greenfield / agricultural land will be huge.  The infrastructure cannot cope already. This is a commuter village. There are not the jobs in the village for the residents and so everyone is forced to drive. Putting more housing here will only add to cars and pollution, changing the whole feeling and character of the village.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2791

<b>Full Name</b>	Mrs Carol Chandler
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Having been a resident of Kings Langley for 30 years I feel I must state my opposition to the proposed building of up to 3,580 houses in this village. This will more than double the population and erode the definition of it being a village – more an outpost of Watford or Hemel Hempstead. Much of what keep Kings Langley alive and thriving is its community spirit. How can this be maintained when its heart and soul are proposed to be threatened.</p> <p>I am not opposed to the building of new home – we need to progress – but I think the infrastructure has not been considered. Recent developments (like the Ovaltine and Apsley Lock) have added 1000's more cars on the roads and passengers on the railways and they are all at breaking point.</p> <p>Cars – the potential development could add more than 3,500 cars to the village and surrounding areas. The A4251 is already gridlocked in the mornings and evenings with people trying to get out or return to the village making their journeys impossible and very slow. Not good for the environment or for those travelling. How the addition of those extra cars/delivery vehicles etc. etc. can be accommodated I don't know and hasn't been considered. In addition, recent developments have been approved without sufficient parking spaces (look at Red Lion Road which is parked on both sides) so parking needs to be considered. There isn't enough parking in the village itself or even in Hemel or Watford so how will these urban centres accommodate so much extra traffic?</p> <p>With traffic at a standstill or crawling at the moment, the addition of so many extra cars would mean access for emergency vehicles would be impossible.</p> <p>Railways - As a commuter from Kings Langley to London for the last 30 years, I have seen the numbers of passengers grow year on year. I frequently don't get a seat in a morning and often can't get in the Car Park at Kings Langley station (even with the increased capacity that was added a few years ago). Having consulted with London Midland they assure me there is no more capacity on the line to add extra trains so cant alleviate the crush by adding to the frequency. The platforms also got lengthened a few years ago to accommodate longer trains so that is also at full capacity. The addition of additional houses will only make this worse.</p> <p>Schools - I note there is a junior school proposed in the Rucklers Lane development, but no additional secondary school places. 3,580 homes might reasonably be expected to contain 3,500 children, with approximately one third of these being of secondary school age. That's 1,200 extra secondary school places. Rudolf Steiner</p>

	<p>School in Kings Langley is also under threat (although I hope this doesn't happen) but that could mean an additional 500 places. How exactly does the plan deal with the additional 1,700 secondary school places?</p> <p>Doctors - The existing medical facilities (2 great Surgeries in the village) have grown over the years but physically don't look to be able to expand and certainly won't be able to cope with doubling the population – how will this be catered for? The proposed addition of retirement homes will increase the likelihood of additional medical support for the elderly – how will this be provided?</p> <p>Green Belt Sites – All 4 proposed sites in Kings Langley are Green belt. As I said, I am not opposed to development but the village can not cope with anything of this size. I especially want to mention Wayside Farm. This is one of only 2 working dairy farms in the county of Hertfordshire, and, as such, is a precious resource. The farm is not only a great working asset to the village but also a community hub for children and adults alike. We should be supporting working farms and the production of milk and food not proposing their closure. Many people love the village and its rural setting to access the field and countryside. The addition of so many cars and losing green belt land will do untold damage to the environment – once its gone, its gone.</p> <p>Therefore, to sum up, I am opposed to the proposed doubling of the size of Kings Langley and the use of green belt land. Please look at developing the brown field sites in proposal 1A.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2792
<b>Full Name</b>	Mrs Carol Chandler
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Having been a resident of Kings Langley for 30 years I feel I must state my opposition to the proposed building of up to 3,580 houses in this village. This will more than double the population and erode the definition of it being a village – more an outpost of Watford or Hemel Hempstead. Much of what keep Kings Langley alive and thriving is its community spirit. How can this be maintained when its heart and soul are proposed to be threatened.</p> <p>I am not opposed to the building of new home – we need to progress – but I think the infrastructure has not been considered. Recent developments (like the Ovaltine and Apsley Lock) have added 1000's more cars on the roads and passengers on the railways and they are all at breaking point.</p>

Cars – the potential development could add more than 3,500 cars to the village and surrounding areas. The A4251 is already gridlocked in the mornings and evenings with people trying to get out or return to the village making their journeys impossible and very slow. Not good for the environment or for those travelling. How the addition of those extra cars/delivery vehicles etc. etc. can be accommodated I don't know and hasn't been considered. In addition, recent developments have been approved without sufficient parking spaces (look at Red Lion Road which is parked on both sides) so parking needs to be considered. There isn't enough parking in the village itself or even in Hemel or Watford so how will these urban centres accommodate so much extra traffic?

With traffic at a standstill or crawling at the moment, the addition of so many extra cars would mean access for emergency vehicles would be impossible.

Railways - As a commuter from Kings Langley to London for the last 30 years, I have seen the numbers of passengers grow year on year. I frequently don't get a seat in a morning and often can't get in the Car Park at Kings Langley station (even with the increased capacity that was added a few years ago). Having consulted with London Midland they assure me there is no more capacity on the line to add extra trains so cant alleviate the crush by adding to the frequency. The platforms also got lengthened a few years ago to accommodate longer trains so that is also at full capacity. The addition of additional houses will only make this worse.

Schools - I note there is a junior school proposed in the Rucklers Lane development, but no additional secondary school places. 3,580 homes might reasonably be expected to contain 3,500 children, with approximately one third of these being of secondary school age. That's 1,200 extra secondary school places. Rudolf Steiner School in Kings Langley is also under threat (although I hope this doesn't happen) but that could mean an additional 500 places. How exactly does the plan deal with the additional 1,700 secondary school places?

Doctors - The existing medical facilities (2 great Surgeries in the village) have grown over the years but physically don't look to be able to expand and certainly wont be able to cope with doubling the population – how will this be catered for? The proposed addition of retirement homes will increase the likelihood of additional medical support for the elderly – how will this be provided?

Green Belt Sites – All 4 proposed sites in Kings Langley are Green belt. As I said, I am not opposed to development but the village can not cope with anything of this size. I especially want to mention Wayside Farm. This is one of only 2 working dairy farms in the county of Hertfordshire, and, as such, is a precious resource. The farm is not only a great working asset to the village but also a community hub for children and adults alike. We should be supporting working farms and the production of milk and food not proposing their closure. Many people love the village and its rural setting to access the field and countryside. The addition of so

	<p>many cars and losing green belt land will do untold damage to the environment – once its gone, its gone.</p> <p>Therefore, to sum up, I am opposed to the proposed doubling of the size of Kings Langley and the use of green belt land. Please look at developing the brown field sites in proposal 1A.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2828
<b>Full Name</b>	Mr Paul Mcpherson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Kings Langley cannot cope with any further housing developments. There is no suitable transport infrastructure to support more people. There is too much traffic currently with traffic passing through Apsley, Bovingdon, Chipperfield, Hemel and other parts. We moved here 6 months ago for its rural setting and village site and make good use of the local farm. It is valued landscape which should not be destroyed by more houses. It already takes 20-30 mins to drive down Hempstead road to Motorway junction. Any more traffic would add further time into the existing long school run. The school is over subscribed. The GP is working at full capacity. The train station has exceptionally limited car parking. Kings Langley village would be ruined</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2856
<b>Full Name</b>	Mr Antony Harbidge
<b>Company / Organisation</b>	Berkhamsted Residents Action Group (BRAG)
<b>Position</b>	Chairman
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that,</li> </ul>

	<p>Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2888
<b>Full Name</b>	Dr Rachael Frost
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>There appears to be a complete lack of concern and planning regarding ensuring there will be sufficient infrastructure (including water, sewage services, transport, health provision etc). This infrastructure is already creaking and adding further demand is unlikely to ensure residents' needs are met. The sustainability working note seems to imply that any of the options does not meet adequate standards regarding water, soil erosion etc, which begs the question of why the council is going through with this at all. Mitigating the environmental impact has not been considered either, despite Northchurch High St and Kings Rd being</p>

	considered Air Quality Management Areas that need reduction, not increases, in emissions.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2918
<b>Full Name</b>	mr hugh siegle
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The work by your consultants is superficial, presumably based on some form of standard template and lacks any detailed analysis of the areas in the Borough and the impact individual sites may have there. For instance development may have a beneficial economic effect but the significance of that will vary according to the strength of the existing economy in that location, meaning there are degrees of benefit. Such analysis has not been applied, rather a blanket assumption that development is good. Government policy is to maintain Green Belt boundaries unless there are exceptional circumstances. Your consultants do not seem aware of this, which may explain in part why they consider development of the Green Belt brings environmental enhancements. Most would argue the opposite. Much of what they consider could be developed will impact directly against the 'Vision' for the Borough
<b>Include files</b>	

<b>Number</b>	Question 1
<b>ID</b>	LPIO2920
<b>Full Name</b>	Mr John Lunn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	This has not been thoroughly thought through and is incomplete. It focusses on building on green belt and farmland in and between villages. It does not adequately assess the impact on infrastructure or services which are almost at breaking point already. medical services are being moved out of Dacorum yet it is growing faster than more parts of the country.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2925
<b>Full Name</b>	Ms Sarah Hain
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Issues which concern me are:</p> <p>Infrastructure regarding</p> <ul style="list-style-type: none"> <li>o Primary Schools</li> <li>o Secondary Schools</li> <li>o GP practices</li> <li>o Dental practices</li> <li>o Hospital. Nearest hospitals - Stoke Mandeville, High Wycombe, Hemel Hampstead etc. - are already at capacity and a long way from Tring and local villages and areas.</li> <li>o Water supply</li> <li>o Sewage disposal</li> </ul> <p>Infrastructure regarding</p> <ul style="list-style-type: none"> <li>o Petrol Station</li> <li>o Additional public transport - busses, trains</li> <li>o Increasing car parking in Tring Station</li> <li>o Increased car parking in the town</li> <li>o Allowing for increased traffic in the town, already bottle-necking via weight in major roads</li> <li>o Providing for deliveries to shops in the High Street</li> </ul>



	<p>In terms of providing employment in the town, industrial developments have been closed and redeveloped as housing.</p> <p>I know and agree that we need more housing, but surely there are Brown Field sites available? Green Belt and AoONB - what is the point of these, if they are to be built on? There is much development of current dwellings' back gardens, not to mention the development already going ahead of Icknield Way/Tring Road with 250 houses.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2939
<b>Full Name</b>	Mrs Linda Lunn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The proposal would make a continuous housing development from the M25 to Hemel. Green belt is there for a reason , not only to help protect defined communities, but also environmentally. It helps pollution . Pollution levels have grown in the whole area.</p> <p>&lt;p&gt;Traffic on the A4251 (old A41) I feel that areas are being chosen for development where builders can make the most profit , not the right reasons for building more homes. Are there enough affordable homes.&lt;/p&gt;</p> <p>&lt;p&gt;Houses have smaller gardens making the need for green areas and open spaces more important than ever. Evidence where the National Trust has had to cancel events because of overload and car problems.&lt;/p&gt;</p> <p>&lt;p&gt;Getting a doctors appointment already is very difficult. Waits of 3 weeks or waiting outside the surgery at around 7.30am with 10 other people,for it to open at 8am.&lt;/p&gt;</p> <p>&lt;p&gt;The road infrastructures in the older areas e.g. Berkhamsted date particularly from the middle ages and Victorian times. Traffic and parking around the town and houses is already a problem. A car park in the centre may help, but it would appear people prefer not to pay, so the roads all around are solid. Bridgewater Road, Murray Road, Charles Street and the whole Victorian Terrace area, the same problem in Apsley.&lt;/p&gt;</p> <p>The sewage system in Berkhamsted is at capacity. Smells already come up from South Park gardens area near the railroad .&lt;/p&gt;</p> <p>Your plan talks about Environment and Social Community , I feel your plans don't support this strategy.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2947

<b>Full Name</b>	Mr Ivor Eisenstadt
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I fully agree with your conclusion that:</p> <p>"In general terms the option for the lowest level of housing growth (Option 1) performs best against the environmental SA/SEA objectives as it would require less house-building on greenfield sites and less water consumption, fewer additional cars on the roads etc., that would result from an increased local population".</p> <p>Indeed, to go further, I believe that option 1B is the only viable option in view of the environmental and infrastructure issues.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2959
<b>Full Name</b>	Mrs Linda Lunn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have concerns that communities are already endangered and will become one sprawl. You say you want to protect the communities, but this does not seem to be the case with the plan. The communities are already starting to merge, which means there is no centre and public services such as doctors and schools are under duress. The hospital services in the area are also under duress. Hemel Hospital provides very few services now.</p> <p>Green belt was put there for a reason. To provide the divide and there are also environmental , pollution and nature benefits, all things you want to support in your strategy.</p> <p>The infrastructure is challenged, many roads being narrow and not designed for the number of cars that are already parked/driving along them.</p> <p>Also there is already concern about the fact that the sewage system in some areas are at capacity.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2962
<b>Full Name</b>	Dr Jennifer Howes

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Berkhamsted has recently built 628 new homes and has agreed to construct 600 more.</p> <p>This amount of new housing has yet to be matched by other areas so I do not agree with the plan to construct another 1600 more houses in Berkhamsted.</p> <p>The town's High Street and the roads leading to the A41 bypass already can't cope with the volume of traffic.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO2991
<b>Full Name</b>	Mr Paul Stanbridge
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am very concerned that DBC has apparently been changing the 'Green Belt' before this consultation. Presumably this has been done to claim that 'no Green Belt has been lost'. Some of our fields have been affected to the NE of Hemel Hempstead. We were not consulted on the changes, and only discovered the change in the 'Public Notices' area of the local newspaper. It has since become obvious that a prospective developer, Crown Estates, had been consulted about the changes. An agent for Crown Estates approached us to see if we would sell most of the farm to add to their adjacent land holdings. We said no. Hardly 'discussions'.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3019
<b>Full Name</b>	Mrs Carolyn Hill
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	<p>I believe that development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</p> <p>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around Berkhamsted and Tring. This is a fact that DBC stressed at previous inspections.</p> <p>I do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers</p> <p>The cumulative effects of developments have not been assessed thus undermining any conclusions made.</p> <p>Berkhamsted has the most “negative but not significant” sites many of which are in close proximity to one another and to ongoing and planned developments. These would represent significant over-development and destruction of the Green Belt.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3084
<b>Full Name</b>	Mrs Suzanne Stretton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Before considering the options of building on greenbelt, there should be a comprehensive report on all brownfield sites in the region, the capacity of housing these sites could accommodate and the infrastructure required to ensure both existing and new residents can maintain a good quality of life.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3179
<b>Full Name</b>	Mrs Alicia Southgate
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The recommendations go completely against the original housing proposal for Kings Langley and risk significantly impacting our local green belt for good - when will it stop? Green belt is there for a reason.. to be protected. Once a president is set, there will be no controlling the development.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3220
<b>Full Name</b>	Mr George Wheway
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Issues are flooding, sewage capacity, water supply, pressure on healthcare, traffic already extremely congested, overcrowding on trains. No capacity to increase parking at railway stations, lack of car parking in Kings Langley (KL) village
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3248
<b>Full Name</b>	Dr Guy Carter
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is unacceptable to develop on Green belt sites when you have not adequately explored alternative options first.  The local infrastructure will not cope as it currently stands - the road between Apsley and Hemel Hempstead grinds to a halt most Friday evenings, also over congested most mornings.  Greenbelt is really important for local wildlife including protected species, as well as recreational purposes. Removing local access will necessitate further traffic, compounding issues.  As I cannot opt for no development I would choose 1A.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3250

<b>Full Name</b>	Mr friedrich zundel
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Most of the problems we will encounter all already said by all the other respondants.</p> <ol style="list-style-type: none"> <li>1. The additional traffic based on the currant infracture is just not acceptable!. Access to the local schools in Kings Langley in the morning and afternoon is already difficult !!!</li> <li>2. The same applies to the additional pollution and enviromental damage this project will create.</li> <li>3. The Quality of live will suffer badly</li> <li>4. The geografical postion and infrastructure of Kings Langley does not allow for a lot more big developements!!</li> <li>5. The Shendish site is of outstanding beauty !!! And any development around would be totally foolish and irresponsible!!!!</li> </ol>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3251
<b>Full Name</b>	mr Wayne Wayne O'Connell
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3254
<b>Full Name</b>	Mr Michael Partridge
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Due consideration has not been given to why housing is needed in specific areas but has been based on offers

	<p>of green belt land being sold by land owners for their own benefit.</p> <p>An increase of 25-30% in the size of Bovington will adversely change its character entirely.</p> <p>Additionally, the essential current infrastructure needs have not been dealt with let alone the hugely enhanced requirements that would be necessary to implement the conclusions.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3259
<b>Full Name</b>	Mrs Victoria Bate
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>We need to be thinking more creatively, not just business as usual..</p> <p>In the face of climate change, we need to be putting in place some radical new ideas..</p> <p>Not just chucking up a load of new houses, with no thought to the infrastructure... electric shuttle buses, shared facilities, truly affordable housing, not for profit sustainable develops.. new thinking</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3306
<b>Full Name</b>	Mr Adrian Bate
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>There are several reasons why protecting our diminishing Green Belt is vital to the environmental and spiritual well being of the communities that are (hopefully) surrounded by them. Natural habitat is important to not only those who live in it, but also to those who come into contact with it. I often get an early train from Kings Langley Station (knowing that I am unlikely to get a seat due to overcrowding), and looking across to Wayside Farm can see the cattle grazing on the last vestiges of farmland on the border off Kings Langley. This is a very small example of how enriching and important it is to connect and be enriched by our environment.</p>
<b>Include files</b>	

<b>Number</b>	Question 1
<b>ID</b>	LP103312
<b>Full Name</b>	Mrs Brigitte Sawyer
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I do not believe the plan is a good idea for our area.</p> <p>*Zoning Shendish is not correct as it is part of the Parish of Kings Langley.</p> <p>*We would be affecting the Green Belt instead of protecting it; the priority should be first to look at brownfield sites or existing empty buildings.</p> <p>*Shendish is a beautiful area with Listed buildings and others under the curtilage of Shendish Manor. Building new modern houses close to them would be seriously against preserving the traditional character of the current buildings. This area also includes trees which were originally planted as part of the Kew arboretum overflow, wild orchids and of course a huge variety of wildlife. The area is popular with ramblers (there are a number of public footpaths), dog walkers and local groups. It is also a site of archeological interest which means it should be treated with caution.</p> <p>*Kings Langley is a village and its current infrastructure would be unable to cope with more houses (originally the number was 50 but now it seems the proposal is to more than doubling the current population). There has already been a number of new houses built in the area (Apsley Paper Mill, Nash Mills and Manor Estates) which account to over 2500 houses and this has already caused a lot of pressure on the current infrastructure.</p> <p>*The trains are overcrowded and there are no plans to add more trains to accommodate more commuters. Parking at the trains stations is impossible. Parking generally is problematic to people who want to shop in the village of Kings Langley and surroundings.</p> <p>*Traffic has increased substantially over the last few years : it is at gridlock most of the time in the London road (going either way) and is having an effect on the air quality and is increasing pollution. It would be even more problematic for emergency vehicles and ambulances to access the local areas with a worst traffic.</p> <p>*There would be added pressure on local GP surgeries and hardly existent local hospital at Hemel and overstretched Watford hospital. More traffic, more pollution, more stress would mean more ill health and added pressure on the NHS.</p> <p>*School places are currently limited but even if we did build new schools they would still be unable to cater for an increased population. So the problem would never be solved.</p>



	<p>*Increased pressure on utilities : sewage, water, broadband (non existent in the area of Shendish), electricity. We are not guaranteed they would be improved.</p> <p>*Access to Shendish is already a problem (narrow drive and bridge) and building 900 houses plus school on the site would put pressure on traffic, pollution, basic utilities. I am not sure anyone would be able to leave or get into the site without added stress.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3344
<b>Full Name</b>	Mr John Thomas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The planning exercise is flawed. It considers options for growth which are far in excess of what has been suggested by Government. It pays lip service to the infrastructure requirements to support development and in that respect is not a viable plan at all. It is heavily influenced by sites available from developers and other interested parties and to that extent is unfairly biased towards those sites. In my view it introduces a 'conflict of interest' between developers and planners. How can Planners take an independent view in this situation.</p> <p>The plan concentrates on housing requirements but needs to include the development of essential infrastructure such as schools, shops, transport and utilities. The plan needs to include the development of industry and employment opportunities to support the housing being proposed. It is not sensible to plan for housing in areas were there are limited employment opportunities.</p> <p>The plan also disregards the development of new homes through planning for larger scale developments together with the supporting infrastructure such as schools, shops etc. This option has previously disregarded by the Council as there being "limited opportunities" for stand alone new settlements. However I feel that Hemel Hempstead could be developed with modular new communities as an extension to the principals of the original new town plans. This type approach can be seen in Milton Keynes for example. Hemel Hempstead has all the infrastructure necessary to support such development and possibly the legal framework under the original New Towns Act.</p> <p>The overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are weak and lack any real analysis of the impact they may have on the specific area in which they are situated.</p>

	The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3369
<b>Full Name</b>	Mr Phil Sawyer
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>*Green belt needs to be protected not destroyed. Use brownfield sites first. If we use valuable farmland, we will never be able to get it back for future generations.</p> <p>*Zoning Shendish with Hemel Hempstead is incorrect as it is part of the parish of Kings Langley</p> <p>*Shendish has listed buildings and includes trees from the Kew arboretum overflow, wild orchids and varied wildlife. Popular area for ramblers (public footpaths), dog walkers and local groups. It is also a site of historical and archeological interest and importance.</p> <p>*There are many local infrastructure issues to be considered: the transport links are already overloaded at peak times; most roads are congested every day; trains are packed; parking is an issue (not only at railway car parks but in villages like Kings Langley, near the Red Lion pub for exemple where new flats have been built without parking and lines of cars are parked on the road)</p> <p>*Kings Langley is a village and would not be able to cope with more houses in terms of its infrastructure. There has been a number of houses and estates built in Apsley and surroundings recently, which are causing a lot of problems with traffic and pollution..</p> <p>* the semi rural environment needs to be protected not destroyed</p> <p>* pollution has increased due to heavy traffic in the London/Hempstead road (going either way). Current traffic problems would be made worse if more houses were built.</p> <p>*the impact on healthcare cannot be undermined: the local hospital in Hemel is not operational, the Watford hospital is already overstretched , the local GP surgeries are struggling to serve the current number of inhabitants</p> <p>- the schools are already oversubscribed : so if you add houses the problem will never be solved as the need will keep growing</p> <p>-no police stations ?</p>

	-basic utilities would be overstretched : water, power, broadband (non existent in Shendish) , sewage , etc
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3404
<b>Full Name</b>	Mrs Ann Johnson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The whole document is written to justify the sites that developers have put forward, all of which are green belt in this area. Green belt should ONLY be released as a last resort and not the first.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3444
<b>Full Name</b>	Mrs Linda Partridge
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Due consideration has not been given to why housing is needed in specific areas but has been based on offers of green belt land being sold by land owners for their own benefit. An increase of 25-30% in the size of Bovingdon will adversely change its character entirely. Additionally, the essential current infrastructure needs have not been dealt with let alone the hugely enhanced requirements that would be necessary to implement the conclusions.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3467
<b>Full Name</b>	Mrs Louise Saul
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Kings Langley does not have the infrastructure to support the additional housing suggested. By this I mean the roads around the village which are already congested and have parking issues, the schools which are over subscribed, the NHS and policing services which are stretched and underfunded and the trains which are already overcrowded. Building on greenbelt land will not only destroy the character and boundaries of the village but have huge implications for the environment and wildlife
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3496
<b>Full Name</b>	Mr Simon Walter
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Firstly, at the meeting back on the 14th November Councillor Bob McLean asked the question "who are we building these houses for?"</p> <p>Would the answer to that be BRENT COUNTY COUNCIL seeing as they have a mandate to buy 300 plus houses in the Dacorum borough to house BRENTS housing needs?</p> <p>Secondly, the current infrastructure of Kings Langley barely sustains the village as it is! When it takes me 20 minutes to drop my wife off at Kings Langley Station from Love Lane at 10am in the morning? The village is jammed virtually the whole day. The High Street is full, both car parks are full.</p> <p>Common Lane/Love Lane are absolute chaos at the start and end of each school day. If you live on Love Lane you are a prisoner in your own home from 3.30pm to 4pm. God knows how the emergency services would get through in the event of a situation.</p> <p>How exactly is KL meant to cope with this increased population?</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3505
<b>Full Name</b>	Mr Ashley Martin
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The DBC exercise is flawed and lacks any real analysis of the impact that individual sites have on the specific area in which they are situated. The cumulative impact of the development of several small green belt sites is ignored. Development of Green Belt cannot provide any "net environmental enhancements"., it can only be negative.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3546
<b>Full Name</b>	Grove Fields Residents Association
<b>Company / Organisation</b>	Grove Fields Residents Association
<b>Position</b>	
<b>Agent Name</b>	Mr Christopher Whitehouse
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	<a href="#">Issues and Options Consultation Response - On Behalf of Grove Fields Residents Association</a>
<b>Number</b>	Question 1
<b>ID</b>	LPIO3555
<b>Full Name</b>	Mr Robert Bailey
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Greenbelt should be sacrosanct for all the good reasons that caused it to be set up initially.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3583
<b>Full Name</b>	Mr Andrew Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	<p>I am opposed to the plans relating to Be-h4 on a number of different levels.</p> <p>In the first instance, we live on the outer edge of Northcurch, at the top end of Darrs Lane in the area known as the Chiltern Hills Area of Outstanding Natural Beauty (AoNB) and because of this I moved here accepting that any development on my property would be either denied or restricted. True to this when we discussed a possible additional building on our land to the rear of our property 6 months ago, Jevon Homes consulted with an advisor to the Council and we were told that under no circumstances would planning be permitted. Accepting this as being a just conclusion, we made no appeal. But this was a single dwelling not 225 new houses.</p> <p>So the primary objection is made based upon simple demand and supply conditions relating to public services, schools and the pressure on roads and infrastructure. 225 new houses will be an additional 750 to 1000 people but for many of us we already have to travel to Hemel Hempstead for a dentist - as local NHS services cannot cope or have the capacity.</p> <p>The top of Darrs Lane itself is a single track lane not suitable for HGVs as is Shootersway from Durrants Lane going towards the Hospice of St. Francis. If anything a reduction in traffic in this area is needed to reduce the danger of collisions and to safeguard those children walking to and from school. Any building project of this size is simply a build-up of traffic and therefore increasingly a danger to the local community.</p> <p>Equally, although I am less able to talk about natural ecosystems, the surrounding countryside supports a plethora of wildlife including deer, polecats, fruit bats, game birds and birds of prey, whose habits would be deeply impacted by any development.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3626
<b>Full Name</b>	Mrs Maria Murray
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>This will make the area totally over populated losing it's character and strong community spirit. The existing infrastructure, transport, emergency service, local services such as schooling are already very limited and to add to this will create further problem rather than minimise the existing challenges that existing residents encounter on a daily basis. It only takes one minor incident and it brings the whole area to a complete stand-still, congestion, delays and chaos.</p>
<b>Include files</b>	

<b>Number</b>	Question 1
<b>ID</b>	LPIO3646
<b>Full Name</b>	Mr Gruff Edwards
<b>Company / Organisation</b>	Dacorum Environmental Forum Waste Group
<b>Position</b>	Chair
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>TRL's Schedule Of Site Appraisals Working-Note, is arbitrarily casual. For instance re HH-h1b in its classification the Landscape Impact as "likely to have some positive and some negative effects, none of which are significant" and water as "No predicted effects". This contrasts with the recommendation of Schedule of Site Appraisals to "Exclude from further assessment and retain as Green Belt." which we support.</p> <p>The assurance Re Site Reference: HH-h1b - North under "Climate Change" that this site would "require the provision of a range of facilities and services in two local centres (e.g. schools, shops, healthcare facilities) thereby reducing the need to travel for many day to day needs" is not matched by experiences when planning has reached a later stage, by which time the Council seems to have handed over responsibility for such matters to the developers and other agencies, and this would be particularly true for smaller and medium sized sites.</p> <p>For instance after the creation of the (shop-less) Fields End estate, the pressure led a to a proposal (1990 Borough Plan Proposals) to build a new supermarket and car park on Northridge Park, arguably the finest and hitherto most sensitively managed park in the Borough.</p> <p>More recently the medical centre at one stage floated for LA3 is not part of current plans.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3684
<b>Full Name</b>	Mr Ronald Schafer
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Tring, Berkhamsted and Kings Langley are structurally unsuited to further housing development. Local infrastructure is already overstretched.</p> <p>There are limited opportunities for the provision of additional employment in Tring so any development is</p>

	<p>going to lead to even more car based commuting with all the attendant costs and problems including pollution and loss of community.</p> <p>If additional population and corresponding employment is to be attracted into Dacorum as opposed to areas of low employment and low economic development nationwide (and that's an open question) then the additional housing is best placed in Hemel Hempstead itself, together with supporting infrastructure.</p> <p>It will be much easier in this way to get a properly planned and funded infrastructure as opposed to the more distributed and piecemeal development proposed and which has so evidently failed in the past</p> <p>The opportunity is for Hemel to be developed as a leading, innovative green 'city' based on the 'enviro-tech enterprise zone' planned by HCC. The alternative is subsidised suburban sprawl on green belt land. This valuable green belt land should continue to be available for enjoyment and productive agricultural use.</p> <p>Developing Hemel in the above way enables and facilitates effective public transport and cycle/foot access between home, education, work, social, retail, leisure and health facilities – all much as identified in the consultation document and all much more sustainable and at a lower cost.</p> <p>I think that rather than continuing with a failed policy of suburban commuter belt housing estates it is best to develop Hemel Hempstead itself as a leading green 'city'. There should be NO additional, large scale development of Kings Langley, Berkhamsted and Tring. Any such development would be very damaging to those communities and the character and amenity of the area.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3700
<b>Full Name</b>	Mr Anthony Warren
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Air Quality doesn't consider flight paths from Luton airport or the impact of extra cars on local roads
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3711
<b>Full Name</b>	Mrs Elaine Schafer
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	



<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This is my response to the development proposals:</p> <p>I do not agree with building substantial additional housing in areas with limited local employment possibilities, largely because this will lead to increased car commuting with all the risks and costs. The A41 is already frequently affected by road traffic accidents and the parking facilities at the station are overstretched. Another aspect of the limited employment in Tring is that further developing Tring as a dormitory town is going to make it harder to maintain the sense of community. It is this strong sense of community that mitigates against crime and vandalism.</p> <p>If additional population and corresponding employment is to be attracted into Dacorum then the additional housing is best placed in Hemel Hempstead itself, together with supporting infrastructure. Tring and Berkhamsted are structurally unsuited to further development and some recent high rise developments in Tring indicate just how inappropriate new developments could be.</p> <p>Local infrastructure is already overstretched because quite evidently it has not been possible for the councils to plan or fund the necessary investments - in particular in the face of large scale developments like Castlemead. A properly planned and funded infrastructure is required as opposed to the more distributed and piecemeal development proposed and which has failed in the past to deliver appropriate infrastructure.</p> <p>The opportunity is for Hemel as a leading, innovative green 'city' based on the proposed green industry rather than providing subsidised suburban sprawl on green belt land which should continue to be available for enjoyment and productive use. The large scale expansion of Aylesbury is going to make Tring green belt land even more valuable.</p> <p>Developing Hemel in the above way means higher rise buildings and effective public transport and cycle/foot access between home, education, work, social, retail, leisure and health facilities – all much as identified in the consultation document.</p> <p>I support the idea of developing Hemel Hempstead itself as a leading green 'city' instead of carrying out any large scale development of Berkhamsted and Tring, which would be very damaging to those communities and the character and amenity of the area</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP103759
<b>Full Name</b>	MR ALAN jackson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The major road layout in Kings Langley was designed many years ago and has no space to expand .The heavy usage it has now is more than it was designed for and any large developments would make it unworkable and the extra pollution unhealthy reducing the quality of life we enjoy at the moment .The village at the moment is a pleasant place to live ,build to many houses and it will cease to be a village
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3769
<b>Full Name</b>	Mr Simon Lawrence
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	DBC should not be considering developing the greenbelt. Such development would result in the loss of amenity and landscape. Road and public transport networks can barely support current population density. Schools, GP and other important services are already oversubscribed.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3781
<b>Full Name</b>	Mrs Suzette Phair
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Suggested levels of increased housing are not sustainable as the infrastructure in most of the proposed locations is already struggling and there is very little scope for resolving this. Green belt should not be exploited in this way
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3811
<b>Full Name</b>	Mr Michael Arrowsmith
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>While agreeing that the best option is the one with the lowest number of dwellings, the Sustainability working Notes are superficial and do not place enough weight of the lack of infrastructure in the decorum area to even cope with the level of development indicated in option one. This is particularly true in the case of roads and rail capacity. Additional housing will exacerbate the existing issue of Hemel Hemstead becoming a commuter town for the greater London area which is not in the interests of the existing communities.</p> <p>In addition sufficient weight is not given tot he social impact of further development, for example the detrimental impact of any further development around Piccotts End - a hamlet of great historical and archaeological significance with a thriving local village community which in itself has attracted residents to the area</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3899
<b>Full Name</b>	Mr Elliott McClements
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Don't believe all options have been properly considered.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3906
<b>Full Name</b>	dr kim goode
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Superficial.
<b>Include files</b>	
<b>Number</b>	Question 1

<b>ID</b>	LPIO3913
<b>Full Name</b>	Mr Brian Binmore
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Plan is confined only to land made available by the land-owners rather than an assessment based on the wider benefits and perhaps better suitability to the community of all land sites in the catchment area. Building on the Green Belt should not be an option as this adversely affects the quality of life of the existing community. Once gone it can never be recovered.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3916
<b>Full Name</b>	Mr Alan Johnson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Dacorum should have taken account of the political dimension if they were undertaking what is effectively a PEST analysis. The Chancellor has announced changes to planning laws will be made to encourage "high quality, high density" house building in town and city centres and around transport hubs, while "continuing the strong protection of our green belt;". This could include introducing MINIMUM densities for housing developments in these areas, along with policy changes to support the conversion of EMPTY SPACE above high street shops and RETAIL AND EMPLOYMENT land into HOUSING, according to the Budget document. The government also intends to introduce a new permitted development right which would allow commercial buildings to be demolished and replaced with housing.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3952
<b>Full Name</b>	Mr Tim Varley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	Bearing in mind that all options for meeting forecast housing growth are considered to have a negative impact to varying degrees it will be essential to scrutinise very closely the merits of individual sites before allowing release from Green belt.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO3977
<b>Full Name</b>	Mr Brian Kazer
<b>Company / Organisation</b>	Tring in Transition
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	The Schedule of Site Appraisals SA Working Note Oct 2017, "flags" site Tr-h4 as problematic. This site should be removed from the Local Plan because it is inside the CAONB.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4014
<b>Full Name</b>	Mr Graham Ford
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Effectively slotting in relatively small scale developments into green belt land areas surrounding the local villages in Dacorum makes very little sense to me - particularly I might add around Bovingdon. The key issues for me are the highly constrained infrastructure and public amenities of the villages in Dacorum. Simply adding housing developments around the villages will do no more than grossly overload local roads, increase traffic to dangerous levels, overload local schools and other key services and threaten the very nature of these areas. It is clear that there is a very significant demand for increased housing across all types of housing in the market however, for me this problem is no different to that faced in the post-war era which led to the development of the new towns around the south east. I believe that a much broader and cooperative plan across the boroughs need to be put together to address this issue rather than each Borough identifying small pocket developments that are I believe infeasible and which

	cannot be supported by the present infrastructure and amenities in place today.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4051
<b>Full Name</b>	Mrs Sarah Burgess
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Greenbelt is classified as greenbelt for a reason and should be protected. The impact of building on this scale is way too much for kings Langley and the surrounded villages. We should be teaching the next generation about how precious the countryside is not concreting over it. The roads, schools, hospitals, gps surgeries, trains etc are all full to capacity at the moment and will not cope with this level of development. In the long run a plan like this will cost the council more than it gets in revenues.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4054
<b>Full Name</b>	Mr Andrew Jones
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The development of the Green Belt land doesn't enhance our environment - it kills it. We pride ourselves on this lovely GREEN village - and we want to keep it that way. I understand development is required SOMEWHERE, but greenbelt should NEVER be built on - it's what makes English villages.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4079
<b>Full Name</b>	Mr Bruce Morris
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I cannot see how any development of Green Belt can deliver any net environmental enhancements. The screening of individual options fails too take any account of the cumulative impact on the area in question.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4082
<b>Full Name</b>	Ms wendy Roscoe
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I am really concerned about concentrated house building, loss of habitat, pressure on infrastructure particularly roads & schools, misuse of the Green Belt and other amenity corridors and the resultant detrimental affects on the social community...the lives of dacorum residents.  I am, personally, particularly concerned about the proposed suffocation/ strangulation of rural Piccotts End and the pressures on Piccotts End Lane at the Piccotts End Road junction and the catastrophic effect of such an increase of population who will need to disperse daily whether by car, bus, bike or on foot. The proposal is not accounting for the fine balance that needs to be maintained between residential and open spaces.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4084
<b>Full Name</b>	Ms wendy Roscoe
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I am really concerned about concentrated house building, loss of habitat, pressure on infrastructure particularly roads & schools, misuse of the Green Belt and other amenity corridors and the resultant detrimental affects on the social community...the lives of dacorum residents.  I am, personally, particularly concerned about the proposed suffocation/ strangulation of rural Piccotts End and the pressures on Piccotts End Lane at the Piccotts End Road junction and the catastrophic effect of such an increase of population who will need to disperse daily

	whether by car, bus,bike or on foot. The proposal is not accounting for the fine balance that needs to be maintained between residential and open spaces.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4085
<b>Full Name</b>	Ms wendy Roscoe
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am really concerned about concentrated house building, loss of habitat, pressure on infrastructure particularly roads &amp; schools,misuse of the Green Belt and other amenity corridors and the resultant detrimental affects on the social community...the lives of dacorum residents.</p> <p>I am, personally, particularly concerned about the proposed suffocation/ strangulation of rural Piccotts End and the pressures on Piccotts End Lane at the Piccotts End Road junction and the catastrophic effect of such an increase of population who will need to disperse daily whether by car, bus,bike or on foot. The proposal is not accounting for the fine balance that needs to be maintained between residential and open spaces.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4094
<b>Full Name</b>	Mr Philip Homer
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This report is wholly written from the perspective that this development is happening in some form whether you like it or not and is therefore set out in a way that feels to me like any sort of consultation. It therefore is not an actual impact assessment or question about whether this development is sustainable or not but more a case of "here is a bunch of bad ideas what do you think is the least bad?"</p> <p>This Strategic Plan is simply not sustainable which ever way you look at it.</p> <p>And there is no way in which building on the green belt could be considered enhancement.</p>



	<p>A proper issues and options plan should include the possibility that none of the options suggested should be taken up and that what is needed is a return to the drawing board.</p> <p>Also I have seen nowhere that takes account of all the development that has already taken place or been approved in the borough.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4097
<b>Full Name</b>	Mrs Rosslyn Swallow
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Greenbelt land should be protected not only to defend the appealing setting of Kings Langley village, but to protect the health and well being of its residents. Without the surrounding fields to counteract the pollution, both noise and fumes, that comes from the M25, Kings Langley will become another urban area of Hemel Hempstead. There are no positive reasons to build on greenbelt for local residents, only negative. The additional traffic in and around the village would completely change the character of Kings Langley from a close knit and friendly village, to a part of sprawling Hemel Hempstead. The Doctors surgeries are already overstretched and the schools over subscribed. The plans show infrastructure might be addressed but this will further add to the urbanisation of our village and will schools and surgeries be built before homes and offices? Or will we have to suffer more overcrowding before this is implemented? Traffic already queues down Watford Road and the Hempstead Road in the rush hour - it will be a nightmare with the extra traffic from the proposed huge developments. Why should we lose one of our dairy farms, a much loved community asset, why should our beautiful countryside be built on when there are brownfield sites and empty properties that could be developed? I have lived in Kings Langley for 30 years but now feel I am being pushed away by plans that do not take into consideration the health and well being of existing residents. I would seriously consider leaving Kings Langley if these developments are agreed.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4101
<b>Full Name</b>	Mr David Holwell
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4111
<b>Full Name</b>	Ms Alison Sams
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Green belt needs to be be protected always. Around Wayside farm many people enjoy the footpaths and walking to the farm to get milk and shop. My children have fed the cows there, if you get rid of this they will only see what cows look like in books. There are brown sites that can be used instead
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4112
<b>Full Name</b>	Ms Alison Sams
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Green belt needs to be be protected always. Around Wayside farm many people enjoy the footpaths and walking to the farm to get milk and shop. My children have fed the cows there, if you get rid of this they will only see what cows look like in books. There are brown sites that can be used instead
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4173
<b>Full Name</b>	Mrs Susan Bishop
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Kings Langley is already struggling and stretched to the max! We do not have the infrastructure to take more housing or traffic, our children are at risk!!! I dread my children walking to school everyday as it is, because there is already so much traffic and so many blind spots due to parked cars on roads in Kings Langley that was never designed for such a dreadful flow of busy traffic! We can not build on Green Belt!!!
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104185
<b>Full Name</b>	Professor David Saggerson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Berkhamsted infrastructure is not equipped to cope with the addition of up to 1600 more homes. I particularly refer to traffic and parking problems in the centre of town and also the facts that there is already a shortage of NHS general practitioners and that schools will become overloaded.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104217
<b>Full Name</b>	Mr Kevin Long
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I do not believe that the greenbelt should be developed upon. We have already had significant development on brown field sites. The current infrastructure roads, hospitals etc cannot cope at present and further developments will only worsen the situation. The current proposals will lead to one continuous development from Watford to Hemel Hempstead and threatens the individual character of Kings Langley.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104240
<b>Full Name</b>	Mr Michael Holdroyd

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Where is the assessment and appraisal of the infrastructure development required to support the current population of Berkhamsted never mind the currently anticipated increase in population to 2030? How can you therefore assess ANY development plan when the CURRENT planned developments will already bring the town and surrounds to a standstill? We cannot get parked in Berkhamsted, I have to queue at the end of Shootersway for up to 15m at certain times of the day, my own road (which private and non-adopted) is used as a major cut-through, water pressure is a regular recurring problem, etc...so where is the infrastructure and traffic development requirements and assessment BEFORE you plan to build more houses.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104291
<b>Full Name</b>	Mr Alan Kelly
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I Simply don't understand how the protected green belt can be so easily turned over by strong land investors who seemingly have a hold on the planning council. If green belt can be developed what is the point of the designation ? Berkhamsted is busier than ever and traffic is already breaking the town. More housing and the accompanying vehicles that they bring will put the town under strain. Pollution levels will rise and the already faltering service infrastructure will grind to snails pace for everyone concerned. It's a small quaint Market town steeped in history. Don't turn it into a frustrated commuter service station.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104318
<b>Full Name</b>	Mr Tom Jowsey
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	We should not be considering building on our precious Green Belt Land when there are many viable alternatives.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104331
<b>Full Name</b>	Mr David Hannah
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No. Whilst accepting that the theoretical elements of the SA are correct and comprehensive I do not believe that they have been applied correctly in all instances – particularly in the case of Be-H3– Land at Ivy House Lane. Please see attached document outlining the omissions or inaccuracies in the Appraisal for this site which in my opinion should see if removed from any future drafts of this document as wholly unsuitable for development. It also begs the question how TRL were able to submit data with so many facts either overlooked or omitted - and calls into question the objectivity of this analysis:
<b>Include files</b>	<a href="#">Final Local Plan Response</a>
<b>Number</b>	Question 1
<b>ID</b>	LP104333
<b>Full Name</b>	Mr Anthony White
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The greenbelt should be protected If existing towns and vilages just expand into greenbelt it creates an urban sprawl with an inadequate infrastructure to support it
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104353
<b>Full Name</b>	Mr Clive Thomas

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Given the track record of the Planning Organisation within Dacorum, I find it hardly convincing the opinions are honest and in public interest. When continued failure to deliver on objectives result in excuses like "we do not have the resources" then I suggest abandon the whole process and let nature persist. The infrastructure cannot cope today through past poor decisions
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104428
<b>Full Name</b>	Mr Derek Guyatt
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I agree 100% with the other critical comments that have been made here, particularly as regards Berkhamsted and the Green Belt. But I don't suppose any of this so-called consultation will have the least affect on the planners. The only solution will be to vote them out, but by then it will be too late.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104461
<b>Full Name</b>	Mrs Felicity Bond
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I have lived in Berkhamsted for 9 years and during that time have seen a huge change in the ability to get around the town due to heavy non moving traffic, the ability to get a doctors appointment and the ability to get a parking space in either the station car park or any of the public parking areas in town. On market days and weekends it is almost impossible. Berkhamsted's infrastructure cannot manage another 1600 houses bringing a further 3000 to 4000 people to the town - it would result in

	gridlock with potential safety implications during the very busy school drop off and pick up times.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4510
<b>Full Name</b>	Mrs Alexandra Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Government Policy that there will be NO building on Green Belt Land in London and the Home Counties. This would appear to be at odds with all of your options. The threat of Wayside dairy farm being removed is awful 1 of 2 dairy farms in the county.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4516
<b>Full Name</b>	Mrs June Gossling
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There is not enough weight given to the negative impact of further development in Bovingdon especially on existing infrastructure problems - traffic congestion in the high street and at peak times on Box Lane
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4522
<b>Full Name</b>	Mrs Alison Williamson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Buildling on green belt is far from fulfilling the object of being sustainable.
<b>Include files</b>	

<b>Number</b>	Question 1
<b>ID</b>	LPIO4530
<b>Full Name</b>	Dr Alasdair Malloy
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Green Belt Land should not be built on when there are viable brownfield sites which are not being considered.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4558
<b>Full Name</b>	Mr Patricia Wheway
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Current infrastructure not sustainable. Roads congested around Kings Langley. Flooding in area is an issue. Sewage and water capacity limited. Healthcare both in G.P. surgeries around Kings Langley and hospital facilities very overstretched.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4565
<b>Full Name</b>	mrs julie green
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4638
<b>Full Name</b>	Mr Adam Trigg
<b>Company / Organisation</b>	



<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Adding new housing at the top of steep hills in Berkhamsted, a town struggling with narrow and dangerous access points into the centre, the A41 and the Railway Station, seems contrary to improving the community in anyway.
<b>Include files</b>	

<b>Number</b>	Question 1
<b>ID</b>	LPIO4652
<b>Full Name</b>	Mr Keith Bradbury
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No compelling case has been made for building on Green Belt land.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4655
<b>Full Name</b>	Mr Keith Bradbury
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No compelling case has been made for building on Green Belt land.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4662
<b>Full Name</b>	Mrs Maria Kennedy
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Insufficient consideration has been given to the infrastructure requirements resulting from such a significant increase to housing. The traffic in Apsley and by the Red Lion pub is testament to the current challenges and impact of the flats developed by Aspley Lock and by the Red Lion Pub where insufficient parking also cause residents to park on the road and cause congestion. Apsley station has neither capacity on trains during rush hour to London or parking at the station to accommodate an increase to passenger numbers requiring daily parking.
<b>Include files</b>	

<b>Number</b>	Question 1
<b>ID</b>	LPIO4714
<b>Full Name</b>	Mr John Bluff
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	Severe strain on infrastructure for Kings Langley residents. Local schools, amenities and essential village community would be compromised. Traffic congestion through High Street is already challenging without further additional volume of cars generated from new build.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4716
<b>Full Name</b>	Mr John Bluff
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	As before should have read absolutely No
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4728
<b>Full Name</b>	Mrs Joanna Brown
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The green belt is a key reason people enjoy living here. Development on the green belt cannot offer any environmental enhancements to us the residents. It will only ruin it .
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4735
<b>Full Name</b>	Mrs Sara Cooke
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I disagree with the use of Green Belt land. To remove the designation from various parts of the Green Belt just because it suits the current perceived housing need undermines the whole point of the Green Belt. Many of the Green Belt sites suggested for development around Berkhamsted are at the top of steep slopes, it is disingenuous to suggest that new residents will cycle, walk or take the bus into the centre of town when few of the current residents do. This will exacerbate existing traffic and parking problems that cannot be solved without undermining the character of this ancient market town.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104770
<b>Full Name</b>	Mr Martin Hopping
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	We understand that the government does not support the development of Green Belt. 'The Times' reported on Thursday 16th November that Theresa May had 'ruled out building on the Green Belt'. How does this fit with Dacorum's plans to develop the Green Belt. Our worry is that once the Green Belt is lost it is gone forever, and, not only we but future generations will be denied this lovely countryside adjoining an Area Of Outstanding Natural Beauty, and the nature and wildlife will be lost too.  The infrastructure in Tring is already overstretched, and barely able to cope.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104776
<b>Full Name</b>	Mrs Deborah Ludlow
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4815
<b>Full Name</b>	Miss Emma Spiegler
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I am very concerned about the demand the amount of new houses will place on local infrastructure. As a home owner with a daily commute into London the trains are already over crowded with standing room only available during peak hour times. When I commute into London at peak times the roads are also highly congested to get onto the M25 and M1. The country side and green belt areas are an important part of the beauty of the village - the green belt areas are an important part of the countryside which makes Kings Langley such an attractive place to live. Building on green belt areas will change the entire landscape and reduce the countryside appeal to the village.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4816
<b>Full Name</b>	Dr Jane Leithead
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I do not agree with the statement that only Option 3 would "put strain on existing services and infrastructure, to the detriment of all residents, both existing and new", and am in favour of Option 1, as the most sustainable option. The development plans put Kings Langley at risk of losing its village status, which would be irreversible, with unsustainable growth causing destroying the heritage of the village.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4840
<b>Full Name</b>	
<b>Company / Organisation</b>	Watson Howick

<b>Position</b>	
<b>Agent Name</b>	Mrs Julia Riddle
<b>Company / Organisation</b>	Castle Planning
<b>Position</b>	Director
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>These representations have been prepared by Castle Planning on behalf of the promoter of the site, reference TR-h4 located at Station Road/ Cow Lane Tring. We welcome the opportunity to comment on the emerging revised Local Plan for Dacorum at this stage and comment as follows.</p> <p>Q1</p> <p>The Sustainability Appraisal (“SA”) Working Notes which form part of the consultation of this Issues and Options stage, are broadly supported. This work will need to be refined through the forthcoming stages of the Plan to reflect and assess the further detail at this stage. In the context of the high level at which the options and sites are currently being considered and assuming that the SEA/SA work and findings will need to be refined through the next stages of the Plan, to ensure that it best meets the requirements in this regard, the SA is supported at this stage.</p> <p>The analysis contained in the SA Working Notes document states that the issues identified in the SA and SEA are covered in the Local Plan through the specified policies. This will need to be further refined in the next stages of the Plan preparation.</p> <p>The proposed Local Plan Vision and Objectives are accepted as generally compatible with the SA/SEA objectives.</p> <p>The growth options put forward have been considered in the SA/SEA work, however there remains a significant amount of uncertainty as to the impact of these due to the current high level of the assessment which is possible at this stage. Inevitably, the lowest growth option performs best in sustainability terms, as it has the least impact in terms of development of greenfield sites, water consumption, vehicular movements etc. There are however other reasons why this level of growth is not appropriate, which is set out in our response to Question 16, in relation to the identified level of housing need, which this lowest growth level does not achieve. It therefore cannot be sustainable in this context and an option which has greater impact in terms of the SA/SEA appraisal will therefore need to be considered and the impact of this offset against the wider benefits of meeting housing needs.</p> <p>By providing a higher number of homes, there can be improved sustainability through the range of homes which can be delivered to meet identified needs. Smaller sites can also deliver a range of unit types and this can be secured through individual planning permissions. The nature and scale of development sought through this Plan should therefore seek to balance the sustainability impact of development with the benefits which can be</p>

	brought about by that development. This will require recognition that development may impact some aspects of sustainability to an extent, but that it can also improve social and economic factors, whilst environmental and infrastructure impact can be mitigated where improvements are made in this regard as part of new development. The extent and range of these mitigation measures and improvements should form an integral part of development at all scales and be negotiated in the context of planning applications which come forward as well as being sought at a strategic level.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104841
<b>Full Name</b>	Mr Kevin Bishop
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104853
<b>Full Name</b>	Janet Pitts
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Land is designated as green belt to prevent the coalescence of one settlement with another and to surround the urban area with a 'green lung' to the benefit of all. Development of the land at Shendish would bring Kings Langley into the Hemel Hempstead conurbation which is to be avoided as presently Kings Langley is a vibrant village community with its own unique character which would be lost if this large scale development were to go ahead.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104874
<b>Full Name</b>	Mrs Beverley Griffiths
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There is no cohesive plan between Bucks, Beds & Herts and there is no accounting for the proposed development for East Hemel which is currently allocated under St Albans share of housing requirements. It takes no account of development which has already occurred in Dacorum and no mention of the loss of Green Belt land 82 hectares which has been recently removed from Dacorum's Green Belt for development. As a resident of Berkhamsted I have already seen the impact of the recent developments (600 homes) all this has done is cause congestion in the town where were already congested, added pressure to our full primary schools and our Doctors surgery where I currently have to wait three weeks to see a GP. None of the developers have added any value or amenities which have helped to ease this pressure on services. I am also concerned that this doesn't address any of the social housing or affordable housing needs of Dacorum's residents. For example the 2 sites marked off shootersway in Berkhamsted will be built by developers which will be sold for well over a million pounds as have the recent developments off Kingshill Way. This does nothing to help low income families in the borough but this high value land only helps the landowners and the developers and the community as a whole has yet to be seen to benefit from any of the recent developments in the town.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104910
<b>Full Name</b>	Mrs Nicola Botha
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP104931
<b>Full Name</b>	Mr Hugh Griffiths
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	



<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The appraisal does not take account of the 600 homes already built in Berkhamsted since 2006, alongside which there has been little additional infrastructure. In my opinion, this is a significant flaw.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4956
<b>Full Name</b>	Mr Martin Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Government policy is for no building on green belt land in London and the Home Counties, this is at odds with these options. The local plan states 'it will safeguard our environment and ensure new development is well designed and adapts to climate change' but losing green belt land will only make this worse and have a detrimental impact on wildlife. Brownfield sites should be developed first.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4981
<b>Full Name</b>	mr Martin Silliton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	the impact of developing on Green belt will have a detrimental affect on flora fauna and the community.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4989
<b>Full Name</b>	mr Martin Silliton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	The amount of Brownfield sites in and around Hertfordshire it is reckless and wasteful to build on Green belt
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO4994
<b>Full Name</b>	Mr Colin McLaren
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The councils sustainability plans are based on assumptions that a good proportion of new dwelling residents will commute to work either by walking or cycling. Clearly this is unrealistic for Kings Langley where there are very limited employment opportunities locally. Public transport at rush hours is beyond capacity (primarily trains to London).</p> <p>The entire character of the village will be fundamentally altered by these plans and we will effectively become an urban sprawl merging into Abbots and Hemel.</p> <p>In addition the local amenities and infrastructure are already stretched - roads, parking, schools, shops and doctors and these development will only make a bad situation worse.</p> <p>Therefore the fundamental sustainability assumptions for the development plans are completely flawed.</p> <p>Finally it would appear to be Government Policy that there will be no building on Green Belt Land in London and the Home Counties. This would appear to be completely at odds with all of your options.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5001
<b>Full Name</b>	Mr Chris Lumb
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Sustainability Assessment Working Note October 2017 document includes at Figure 1-1 a requirement that the assessment should be based on 'other relevant ... plans and programmes', and that 'baseline information' should be collected. Yet as far as one can see there has been no consideration of what has been done under</p>

	<p>the existing (2006) plan for the area, under which the 628 houses already built in Berkhamsted is far more than were originally planned, and that there are already 600 planned to be built under existing plans and permissions. The effect of this has been, and will be, to increase the size of Berkhamsted by over 30% above the overall increase proposed in the current plan. Berkhamsted's infrastructure is already inadequate for the existing population, and the geography of being in a narrow valley means that it would be virtually impossible to alter the roads system to accommodate the enormous increase in traffic that would result from even the least of the house-building options. Congestion and parking problems in the town are already a major problem, and these existing 'baseline conditions' do not seem to have been taken into account in any way.</p> <p>It does not seem sustainable to propose the building of a number of large housing developments around the periphery of the town, since these would not have easy access to the centre of the town, and certainly not in terms of pedestrian or even cycle access (bearing in mind the hills and gradients involved), which would only lead to a very significant level of increased vehicular traffic which the town roads could not stand.</p> <p>It is also totally unreasonable to suggest that existing Green Belt land should be desecrated by being re-classified as available for housing, since this is diametrically in opposition to government policy and would fly in the face of comments by the Inspector when previous plans have been reviewed.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5082
<b>Full Name</b>	Mr Chris Lumb
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>This exercise is flawed. Whereas any particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could as a whole have a significant negative impact on, for example, water provision, sewage capacity, over-use of infrastructure, trying to minimise pollution, etc, etc. It is the cumulative impact on sustainability of development past and present, together with that proposed in both the immediate and neighbouring areas, which should be assessed. This is a particularly acute problem for Berkhamsted. I do not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another</li> </ul>

	<p>and to ongoing as well as currently planned developments.</p> <ul style="list-style-type: none"> <li>• Development on the Green Belt could not possibly offer any net “environmental enhancements” - the net effect can only be negative regardless of size, and the larger the development, the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge-of-town expansions may be required for the new settlements but would not benefit the wider community and would - in effect - lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</li> <li>• I do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically to St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5144
<b>Full Name</b>	Mrs Ruth Bareham
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The report appears to be perfunctory at best and does not appear to address the specific issues at individual sites. With regards to the Kings Langley proposal and Shendish (which will also impact the village):</p> <ul style="list-style-type: none"> <li>- Landscape and Townscape considerations acknowledge the existing loss of traditional farming practices but the local proposal includes replacing one of Hertfordshire’s two remaining dairy farms with houses/offices.</li> <li>- Any proposal to significantly increase the number of homes in the village does not seem to be consistent with the aim to ensure character, diversity and local distinctiveness of landscapes are maintained. Merging Kings Langley with Apsley will remove any remaining “village feel” which is currently so prevalent.</li> </ul>

	<p>- Addressing affordable housing needs in accessible locations does not seem to fit with these locations as although bordered by transport connections such as the M25 and A41, the village would appear to have little room for infrastructure development and is already heavily congested throughout the day. Public transport at peak times is also heavily utilised with the current number of homes.</p> <p>- Building heavily on Green Belt land does not seem to address environmental and climate change concerns and as such seems incongruous with the idea of sustainability.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5163
<b>Full Name</b>	Jameson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Over-development of a town, such as Berkhamsted, into green belt land and beyond existing infrastructure capacity, can never be sustainable.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5193
<b>Full Name</b>	Mr Nicholas Ring
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>The report conclusions are:</p> <p>In general terms the option for the lowest level of housing growth (Option 1) performs best against the environmental SA/SEA objectives as it would require less house-building on greenfield sites and less water consumption, fewer additional cars on the roads etc., that would result from an increased local population.</p> <p>Kings Langley is a large village at saturation point protected by the surrounding green fields.</p> <p>Any future development must be confined to the identified brown field sites</p>
<b>Include files</b>	

<b>Number</b>	Question 1
<b>ID</b>	LPIO5199
<b>Full Name</b>	Mr Gareth Morris
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Much of the document makes sense but it grossly under-states the impact on infrastructure pressures which are already a problem and will have a great impact on quality of life even with already planned or approved development. Traffic through Tring and Berkhamsted is already painful and parking at stations, supermarkets and near town centres often impossible.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5255
<b>Full Name</b>	Mr Gary Ansell
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	The Sustainability appraisal provides a reasonable general framework but unless the Key sustainability issues and opportunities and the framework objectives are properly applied to specific site options in the plan, then the conclusions are meaningless.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5305
<b>Full Name</b>	Miss Giulietta Cinque
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Whilst I agree that we need new homes, though not necessarily this number in Kings Langley, the proposals given are not considering where the homes are needed or the type of homes needed and can be sustainably made but rather are about where land owners have

	<p>approached the council offering land for housing. Note Shendish and the field next to Shendish. It is purely profit motivated. Note the sale of Wayside Farm by DBC, it is purely profit motivated.</p> <p>I live in Kings Langley and the proposal to add OVER100% more housing and all on green belt sites has several issues:</p> <p>1) The environmental impact of building on greenfield / agricultural land will be huge. Concreting over either or both Shendish and Wayside Farm, which are both on hills, is liable to cause flooding as the rain will no longer be able to soak away but will run down into the village valley causing flooding.</p> <p>2) The infrastructure cannot cope already. This is a commuter village. There are not enough jobs in the village for the residents and so everyone is forced to drive or commute by train to London. Putting more housing here will only add to the number of cars and pollution and further overloading of the train services, the number of train commuters which I have seen multiply manifold in the years I have commuted. In 2001, the 07.08 was a 4 coach train and you could get a seat. The 07.04 is now a 12 coach train!</p> <p>3) 3580 new houses just off the A4521 - that will mean the occupants of these new houses all being accessed off the same road - This is already gridlocked at rush hour.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP105322
<b>Full Name</b>	ms Rebecca Worthington-bodart
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The roads/infrastructure around Bovingdon are already at breaking point and these infrastructure deficiencies should have been considered and a plan put in place before thinking of planning new homes in the area. Where are the new schools, doctors, high street?</p> <p>Greenbelt/greenfield land should NOT be considered there are many brownfield sites within dacorum to be considered first.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP105357
<b>Full Name</b>	Mr Richard Tregoning
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I endorse Dr Higginson views and repeat below</p> <p>It is simply impossible to give a Yes or No answer to a document of this size. There is an awful lot of sense talked and then ignored. I live in Tring. Tring and the surrounding villages took a huge hit from the London slum clearance in the 1960's. This has proved to be unsustainable, in particular to the water supply but also to other infrastructure issues which have never been improved. The water table is falling due to over extraction and soon there will be no more water even for existing houses, and no more Chalk Streams and Rivers. It has also paradoxically caused flash flooding as places such as the Grove Estate were flood plains and are flood plains no more. Building any more in this vicinity and also more importantly on the land between Cow Lane and Dunsley Farm which is part of the Chiltern Escarpment will dramatically increase this flood risk as large amounts of water come down through this land and soak away into the water table protecting Station Road, Cow Lane and the Grove Estate.</p> <p>Tring, because it is a Salient, acts as the Market Town to many Buckinghamshire villages, so that in assessing Tring you have to take into account the effect on Tring of the Bucks Local Plan. Tring itself has no need to provide more housing as it is primarily a service town and recreation centre for the surrounding area and what it really needs is an expansion and ring fencing of this vital role rather than housing.</p> <p>The land between Cow Lane and Dunsley Farm used to be AONB. It is owned by Herts CC. With no consultation and almost secrecy it was suddenly no longer AONB despite being part of the Chilterns Escarpment and a vital green corridor into Tring. I will certainly be asking for disclosure of all relevant documents and committee meetings relating to its removal from the AONB should any attempt be made to develop this land (other than Dunsley Farm itself which would be an ideal site for a larger supermarket), as, being owned by Herts it smacks of skulduggery.</p> <p>Finally it would appear to be Government Policy that there will be no building on Green Belt Land in London and the Home Counties. This would appear to be at odds with all of your options</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5367
<b>Full Name</b>	Mrs J Nathan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	



<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>• Our Greenbelt land is precious. I consider myself fortunate to live in an area that boasts close proximity to London as well as beautiful countryside. The idea of Greenbelt status is to protect this. Dacorum's so lucky to have this landscape... as our Council you should be striving to protect it. Once it's gone, it's gone forever.</li> <li>• Our infrastructural is already overloaded. Our roads cannot cope with the amount of traffic at peak times, our GP Surgeries are inundated, and as for our hospital...</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5447
<b>Full Name</b>	Mr Padraig Dowd
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Option 1B is the only option that is accepted.</p> <p>This plan is again reactive in that it is compressed between a broad desire for more homes and more directly, by offers from land owners and developers to build. DBC has not and does approach planning for the future from the logical starting point of a coherent plan based on:</p> <p>(a) what currently exists within Dacorum, both good and bad;</p> <p>(b) parameters on good planning that incorporate infrastructure, balance, consistency, social requirements, health and pollution, access;</p> <p>(c) what land/sites are available irrespective of who owns it;</p> <p>(d) actual housing requirements.</p> <p>DBC has consistently failed to plan properly and just follows the applications and demands, rather than laying out a comprehensive development plan that addresses the future. Development has been haphazard and inconsistent; neither has it been comprehensive to address not just more houses but parallel requirements for additional and integrated infrastructure ranging from roads, access, parking, schools through to social and health requirements ranging from medical, walking/exercise, parks, green areas, pollution, etc.</p> <p>You have not made any critical assessment of what accommodation is required for the future. Yes, you have laid out some loose criteria for a mix. However, accommodation as to what type is a broader issue. demographics and accomodation is one relationship that has not been assessed. Equally, on each and every site</p>

	<p>proposal, there is no regard to the wider requirements when you add x number of houses in terms of access, free spaces, green areas, etc., all part of a balanced and socially positive environment. it is simply a density issue for your plan.&lt;/p&gt;&lt;/p&gt;</p> <p>&lt;p&gt;&lt;p&gt;One central issue to be addressed at the beginning is to envisage and define what is the type and role of a town like Hemel or Berkhamsted. We have seen DBC cyclically support in town and then out of town development which progresses o a state where the high street is full of coffee/eateries, charity shops and betting shops, in the main. The interaction of town centre and additional accommodation including commuter links is a key relationship that is not discussed in any detail not parameters established for it.&lt;/p&gt;&lt;/p&gt;</p> <p>&lt;p&gt;&lt;p&gt;Yes, there is a perceived need for accommodation housing; however, there are a number of factors other than availability that have to be considered such a who requires it, what facilities do they require, cost and affordability, terms of using such accommodation (rent vs buy), etc. Simply responding to political demands and land owners desires does not address the issues that as our local authority, you have to address and achieve. you have to start at the beginning.&lt;/p&gt;</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP105453
<b>Full Name</b>	Mrs Emma Harris
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Whilst I understand that additional housing is required, it seems to be the case that as with all of the new developments in the area over the last five years, there is no attention paid to increasing the infrastructure to cope with the new housing - there is just greed on the part of the developers to cram in as many homes as possible onto every spare patch of land.</p> <p>There are no employment opportunities in the area - it is a commuter belt (train and motorway). The trains are already crammed to capacity, the roads are permanently gridlocked through Apsley and Kings Langley - they were not built to manage or sustain the current volume of traffic, let alone that created by thousands of new homes. Local services are unable to cope with current capacity either - dentists are no longer taking on NHS patients, doctors surgeries can't offer enough appointments.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP105464

Full Name	Mr Garrick Stevens
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The methodology purports to show a quasi-scientific weighting to provide a grading of the 'value' of areas that have hitherto enjoyed blanket Green Belt designation. The objective appears to be to undermine their status and hence be designated for development, soon or in the future.</p> <p>I am not alone in my scepticism on the SA notes, for the Berkhamsted Residents Action Group have made their concerns known to the Borough.</p> <p>Focusing on observations made for <b>Berkhamsted</b>, there is inconsistency viz. comparing the SA11 [sustainable location] designation for Haslam Fields being non-sustainable and the South Berkhamsted land [even less sustainable] but wrongly designated 'sustainable' as the land owner is tabling a local centre: this has a very low probability of being viable and commercially sustainable.</p> <p>The comment - "<i>The option is likely to have a negative effect which is not significant</i>" is attached to more sites in Berkhamsted than elsewhere. It is understandable that local residents are highly skeptical believing the statement provides convenient cover to relax designation as Green Belt.</p> <p>Moreover, nowhere is there any consideration of the cumulative impact on the Town of the prospective developments over time: sites that are close to each other should not be assessed as standalone developments – particularly as they share the same roads/junctions and make cumulative demands on local services, schools and shops.</p>
Include files	
Number	Question 1
ID	LPIO5503
Full Name	Mrs Margaret Stanier
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<b>Your response - Please add your response here</b>	<p>There is insufficient emphasis on the need to substantially improve public transport, particularly bus services, in the area. This is the only realistic way to reduce the current frequent traffic deadlocks, and a prerequisite to increased growth.</p> <p>There is an assumption that building on Green Belt land is acceptable. I do not agree, the Green Belt has played an essential role in ensuring the current pleasant environment in Dacorum, which would be threatened by any change. It is particularly threatened by the proposals to develop land around the attractive and beautifully situated hamlet of Piccotts End in spite of the recent Green Belt Review having specified that it should be retained as Green Belt land.</p> <p>I do not agree that there is sufficient affordable housing locally.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5513
<b>Full Name</b>	Mrs J Marshall
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5532
<b>Full Name</b>	Miss Lucy Muzio
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>No building on Hemel HH-h1p has no positive effect. You want to build over two working farms and more, also a working stables. This document also states land put forward for development by landowners (which it hasn't been). I know of two of the farms in that area that have already told interested parties (3 times) they are not interested in selling as it's a family working farm there aren't many working farms left in the uk. Also if you build over this land your building over all the public footpaths and the bridle paths. There are no other bridle paths or public foot paths in Hemel Hempstead especially like this. The roads are too dangerous to horse ride on due to so much traffic so where they supposed to ride? As</p>

	that main area is bridlepaths. Also this land floods every time it rains, also what about the local wildlife there are badgers sets up there. As we know where they are, also there are so many bats and also there is a red kits nest. Instead of he council selling off 93 of the garage sites in Hemel for profit and for private development, perhaps you should build your social housing that you need so desperately there?
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5536
<b>Full Name</b>	Mr Bob Hattersley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	Yes, broadly, and as far as I have read the document, not having unlimited time. Table 2 Summary of Assessment of Growth Options in section 4.3 on page 21 of the notes shows that all options are negative for all environmental SA Objectives. Clearly we need new options that are positive for the environmental objectives. Or are we really prepared to say - the environment is vital to all our lives, but let's put a bulldozer through it anyway?
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5540
<b>Full Name</b>	Mr Adrian Ward
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Greenbelt land should not be built on - if this was concreted over we would end up in a flood plain (check the state of the roads in the vicinity of Hemel station after heavy rain without greenbelt land being built on). In addition the transport network in the vicinity will not be able to cope as it currently is (despite your assertion that the current road network can cope)- station car park is at capacity (hence the abundance of cars parked on pavements in the vicinity of the station/canal with nothing being done), a lane closure on any of the main roads in the area results in traffic gridlock for Hemel and the main roads in and out of Hemel are gridlocked during rush hour. Any additional traffic in the area would increase the extent of the gridlock and also increase the time it

	takes parents to take their children to/from school. For example, LA3 is meant to build 900 homes (or as the developer states 1100 - funny how that one got through without consultation) and this will result in additional vehicles of in the best part 1800 (or 2200) - exceptionally naive to think of one vehicle families these days - most of which will be travelling to/from station, schools and the major routes in/out of the area at rush hour. Previous consultations have mention that it is the responsibility of Herts CC to "sort" out the roads - the probability of more positive responses to this and future consultations would increase if it was mentioned what the improvements were, that they were actually going to do something about it, or, most importantly, that they had the finances to "improve" the road network (rather than stating "No concrete proposals about changing the transport infrastructure"). For example, plans for LA3 mention additional filter lanes for roundabouts at bottleneck areas which will not solve the problem - just allows vehicles to hit the bottlenecks more quickly.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5551
<b>Full Name</b>	Mr Quentin Ross-Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>No I don't agree with the conclusions reached by the Sustainability Appraisal Working note. I appreciate that some development will take place in the future but it is important to take into consideration the loss of local amenities and valued landscape. For example Wayside Farm in Kings Langley, having only 1 of 2 herds of Jersey cows in the county, provides education to young and old alike. Many people don't fully understand how dairy products such as milk gets into the bottle and Wayside farm provides this information. If this area is build on, it will change some of the nature of this rural village.</p> <p>With the growth in Decorum, I can't see how the infrastructure i.e. roads, schools and doctors surgeries will cope. In Kings Langley alone, the High Street is often blocked by traffic even since the building of the bypass. It is difficult to get in and out of the village at rush hour, what will it be like after future development?</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5552
<b>Full Name</b>	Mr Peter Curtis
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Building on protected green belt around Kings Langley is not an option and the council should continue to protect our green belts and focus on brownfield sites with the council.</p> <p>The National Planning Policy Framework (NPPF) states that “the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence.” (NPPF paragraph 79)</p> <p>The NPPF defines five purposes of Green Belt as follows:</p> <ol style="list-style-type: none"> <li>1 To check the unrestricted sprawl of large built-up areas</li> <li>2 To prevent neighbouring towns merging into one another</li> <li>3 To assist in safeguarding the countryside from encroachment</li> <li>4 To preserve the setting and special character of historic towns</li> <li>5 To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</li> </ol>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5555
<b>Full Name</b>	Mr Michael Ridley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The required developments on Green Belt land cannot have any environmental benefits, and the only way of achieving zero impact is to require developers to adhere to standards above building regs, and they are not willing to do this, and DBC has no power to enforce this.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5557

<b>Full Name</b>	Mrs Samantha Pilling
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I vehemently disagree with 5.1.3 and the recommendation that Option 3 "performs the best" and it "could put strain on existing services and infrastructure, to the detriment of all residents".</p> <p>There is no "COULD". Quite simply, it WILL.</p> <p>It will increase pollution, it will reduce air quality, it will increase traffic, it will put major strain on local services, it will (in some areas) cause flooding where soil is replaced with concrete and rainfall will not be able to soak away. It will concrete-over huge areas of open spaces, green belt, farmland, and hedgerows. It will kill local wildlife.</p> <p>I am not against sustainable development of Brown Field sites, but I am strongly against concreting-over our Green Belt land. Land that was designated 'protected' for the following reasons...</p> <ol style="list-style-type: none"> <li>1. To check the unrestricted sprawl of large built-up areas</li> <li>2. To prevent neighbouring towns merging into one another</li> <li>3. To assist in safeguarding the countryside from encroachment</li> <li>4. To preserve the setting and special character of historic towns</li> <li>5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</li> </ol> <p>Developing on Green Belt land is a short-term solution that will forever destroy our region, mean towns merge seamlessly with the next, destroy historical villages (e.g. Kings Langley) and kill our communities.</p> <p>Whilst this document does list the negative impact, it's shocking that Option 3 is even an 'option'.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5594
<b>Full Name</b>	Mrs Christine Cosgrave
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No



<b>Your response - Please add your response here</b>	there seems to be no thought given to the lack of infrastructure that exists in the village locations. Most are already very congested and lack sufficient public transport to be a viable alternative to the car. Increasing housing in rural locations will not increase employment opportunities in those locations but will create greater demand on public transport and community services which cannot cope now so will simply result in increased car use on already overcongested routes most of which in the rural locations are under maintained and falling into disrepair
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5621
<b>Full Name</b>	Mr Douglas Cousins
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Plan does not give sufficient weight to the preservation of Green Belt land. The Plan also lacks any detail on the the requirement to increase infrastructure (such as improved roads, Schools, Doctors Surgeries, shops) in order to cope with the increased poulation.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5622
<b>Full Name</b>	Mr Nigel Vanner
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Sustainability Appraisal analysis is highly inconclusive and subjective. It's conclusions do not support the higher growth options for example there is no cost analysis
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5635
<b>Full Name</b>	Mr Alastair Greene
<b>Company / Organisation</b>	Little Gaddesden Parish Council
<b>Position</b>	Clerk

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP105638
<b>Full Name</b>	Erica Sutton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The content of the conclusions section of the sustainability appraisal is very obscure unless you have a very close knowledge of the document as a whole. It makes no sense if read in isolation. Is a summary of the document and/or its conclusion available? This would be helpful. This consultation involves a large amount of reading and a large number questions to respond to as a whole - even if you don't answer all the questions, you still need to work your way through them. The online version is quite difficult to navigate and it is difficult to get to grips with how it is structured. After the hurdle of registering, this is then the first document that is encountered in the consultation and it is a lot to plough through.</p> <p>Re. the format/design of the online consultation in general:</p> <p>There is no place for 'other comments' or feedback on the consultation process itself in this online version. This is why I have randomly included my comments on the consultation design here - and it is also a piece of feedback in itself.</p> <p>A closed question answer is presented for all questions, whereas the answer may not be absolutely a yes or a no. People responding are forced to either whole-heartly agree or violently disagree. A more graduated response would enable people to better express their views.</p> <p>With the online consultation format response, as soon as the consultee clicks a button to comment, the text of the question disappears! It would be better to have the question visible when making an answer, especially since many of the questions are of a closed format with only yes or no answers as options - otherwise mistakes in the response are possible.</p> <p>The online Local Plan document/ consultation could include summaries of its content and also 'signposts' to other forms of consultation for members of the public who don't have a few spare days at their disposal to go through it. The Local Plan has the potential to have a</p>

	huge impact on people's lives and the consultation could be made more accessible.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5669
<b>Full Name</b>	Dr Aija Lace
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5679
<b>Full Name</b>	Mrs Annette Patterson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There is not the infrastructure in Kings Langley to cope with the proposed developments.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5719
<b>Full Name</b>	Mrs Jennifer Habib
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	In the overall study of the proposed new areas for housing, although transport and services are mentioned there is NO budget for the widening of roads, provision of extra car parking nor the provision of extra power, Schools, Medical treatments nor water. The Companies who are supposed to provide these needs are NOT in consultation with Dacorum and do not have enough funds or available services to provide them. Unless ALL the required infra-structure is included in the plans, they are WORTHLESS. Our train system is already

	<p>overloaded at the rush hour. Our roads are already jammed for 4 hours every day. The rural delight of Hertfordshire will disappear.</p> <p>We do not want to see our area reduced to a massive traffic jam, with housing without water or power and all of the beautiful areas spoilt .</p> <p>We will lose the tranquility of the countryside and a frighteningly large amount of our wild life when their habitat is so destroyed. The idea that towns and villages need to be separated to provide fresh air and green spaces will be lost. This loss will also impact London, where better air and more green corridors are needed.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5725
<b>Full Name</b>	Dr Lucy Murfett
<b>Company / Organisation</b>	Chilterns Conservation Board
<b>Position</b>	Planning Officer
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>The Chilterns Conservation Board broadly agrees with the analysis eg that the lowest level of housing growth (Option 1) performs best against the environmental SA/SEA objectives as it would require less house-building on greenfield sites and less water consumption, fewer additional cars on the roads etc. In addition it would reduce pressure for development in the nationally designated Chilterns AONB and the setting of the AONB.</p> <p>We recommend using a standalone objective: "To conserve and enhance the natural beauty of the Chilterns AONB". This is because at the moment the AONB is covered only as part of SA9: "To conserve and enhance landscape and townscape character and encourage local distinctiveness". This is not giving "great weight" to the AONB (as required by NPPF para 115) and it does not establish a hierarchy setting out the relative importance of designations (NPPF para 113: "Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.")</p> <p>The Chilterns Conservation Board welcomes the coverage in the Issues and Options SA Working Note of the cumulative effects of development on the Chilterns AONB. Understanding and recognising these effects both within the borough and across the whole Chilterns AONB will be important in assessing the soundness of the emerging local plan. The Chilterns Conservation</p>

	Board has adopted a new Position Statement: Cumulative Impacts of Development on the Chilterns, available at <a href="http://www.chilterns.org/conservation/development/positionstatements.html">http://www.chilterns.org/conservation/development/positionstatements.html</a> which should be of assistance in the next stages.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5731
<b>Full Name</b>	Mr david Tagg
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Developing the areas listed for Kings Langley are outrageous, we are full already!!!! Your plans are not thought out at all & would flood an already over built area!
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5760
<b>Full Name</b>	Mr Brian Johnson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5771
<b>Full Name</b>	Mr Graham Webb
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Stop building large numbers of additional homes until the infrastructure, eg roads, schools etc, is plans and funding is in place, particularly stop building on Green Belt land whilst alternative Brownfield sites still exist. Also ensure local jobs are available for the people that

	will live in the homes that are built. Feedback related issues to central Government.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5774
<b>Full Name</b>	Mr Graham Webb
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Stop building large numbers of additional homes until the infrastructure, eg roads, schools etc, is planned and financed, particularly stop building on Green Belt land whilst alternative Brownfield sites still exist. Also ensure local jobs are available for the people that will live in the homes that are planned to be built.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5794
<b>Full Name</b>	Mr David Bowker
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I do not agree with the proposed building of houses on the Greenbelt land in the Kings Langley area. First and foremost, any glance at the traffic situation in the Kings Langley area will clearly show that the infrastructure is not coping with the demands placed on it even at the present time, and authorities have not put in the necessary improvements even when these are suggested. For example, I have raised at the Parish Council meeting for two years running the need to mark the junction adequately at Vicarage Lane and the main Hempstead Road. Nothing has been done. Furthermore, the number of parked cars on roads such as Red Lion Lane beside the new housing development at Apsley Mills has made this road a great hazard for motorists and pedestrians alike. My own road of Rucklers Lane struggles to cope with the current volume of traffic, and any building on the Shendish land will have catastrophic impacts. The current grave situation is clearly seen even when there is an accident not at the immediate junction of the M1- even a problem at Luton can produce a

	<p>gridlock in the Kings Langley area. The spectacular failure of the area to cope with the recent snowfall (which was heavy but by no means exceptional) is also of note.</p> <p>Furthermore, the impact on the environment of such developments will be devastating. The loss of Wayside Farm will mean that customers will have to buy milk that has been imported from much further afield, instead of locally with the consequent impacts on the environment. These Greenbelt sites also form many natural habitats. The building on the Greenbelt sites will transform what was once a village into an urban sprawl stretching from Watford to Hemel Hempstead in which no traffic will be able to move with consequent rises in air pollution levels.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5796
<b>Full Name</b>	Mrs Pauline Hughes
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5799
<b>Full Name</b>	Mr Michael Lelieveld
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Appraisal overlooks a number of key issues, for example:</p> <ul style="list-style-type: none"> <li>- The assessment of a number of proposed sites in Berkhamsted concludes that impact is “negative but not significant” even where proposed sites are in close proximity (as they are in the Shootersway area, for example). The assessment does not contemplate more than one of these developments being realised.</li> <li>- The Appraisal has not taken in to account the cumulative impact of existing and planned developments, particularly where these are close to proposed new sites. This would seem to undermine the conclusions reached.</li> </ul> <p>The Appraisal also reaches a number of concerning conclusions which, on their face, cannot be true. For example:</p>

	- Development of the Green Belt cannot offer any “environmental enhancements”. When the ‘rolling’ nature of the plan is taken in to account, it is clear that the net effect will be a reduction of Green Belt land over time.  We would respectfully ask that DBC make new assessments on these issues in the next phase of the process.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5832
<b>Full Name</b>	Mr Grahame Partridge
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5846
<b>Full Name</b>	Ms Fiona Coulling
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The assessment has not included the impact of large scale development in neighbouring Boroughs that adjoins the Dacorum boundaries, which could have an impact, detrimental or otherwise.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5927
<b>Full Name</b>	Mrs Rosemary North
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	



<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Berkhamsted needs new infrastructure to cope with all the extra housing built already. This needs to be installed before any housing plans are made.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5931
<b>Full Name</b>	Mr Neal Marshment
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Kings Langley and the immediate surrounding area are already struggling with the quantity of traffic at peak times. Trains are often already full before getting to the village station at rush hour. I believe that to build on the green belt areas of Kings Langley including Shendish Manor will only further exacerbate these issues and will destroy the character of the village.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO5996
<b>Full Name</b>	Mrs Pauline Hughes
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6028
<b>Full Name</b>	Dr Melvyn Else
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	The exercise is flawed. It prioritises building on green belt sites without fully utilising existing sites within the borough. Furthermore it fails to fully explore co-operation with St Albans Council regarding the East Hemel Hempstead site which must for a part of DBC housing numbers since it will be DBC facilities that any new residents will use. Development on green belt land has serious negative effect in terms of environment and at the same time urban sites are being ignored or made difficult by planners to develop to their full potential
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6031
<b>Full Name</b>	Mr Fred Preston
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No I do not agree with all the conclusions reached in the SA Working Notes however I do agree that the conclusion "In general terms the option for the lowest level of housing growth (Option 1) performs best against the environmental SA/SEA objectives as it would require less house-building on greenfield sites and less water consumption, fewer additional cars on the roads etc., that would result from an increased local population." is well founded.  The site designation "HH-h3 Land at Shendish" is classified incorrectly as Hemel Hempstead, it is in fact Kings Langley.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6041
<b>Full Name</b>	Mrs Charlotte Cliffe
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	As a Berkhamsted resident, our town simply cannot cope with an increase in new homes. Schools in the town are already over subscribed with not enough places for the current amount of children. Not to mention the increase in pollution/traffic etc.  Shootersway is already far too busy since the new development (Bearroc Park) has been built - the increase in traffic is dangerous. I have three young children and

	walking along Shootersway simply is not safe. To think another development is proposed to be built adjacent to Blegberry Gardens and at Shooters Golf Range is simply ridiculous.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6065
<b>Full Name</b>	Mr Richard Tregoning
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6068
<b>Full Name</b>	Mr Richard Tregoning
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I endorse the comments below</p> <p>It is simply impossible to give a Yes or No answer to a document of this size. There is an awful lot of sense talked and then ignored. I live in Tring. Tring and the surrounding villages took a huge hit from the London slum clearance in the 1960's. This has proved to be unsustainable, in particular to the water supply but also to other infrastructure issues which have never been improved. The water table is falling due to over extraction and soon there will be no more water even for existing houses, and no more Chalk Streams and Rivers. It has also paradoxically caused flash flooding as places such as the Grove Estate were flood plains and are flood plains no more. Building any more in this vicinity and also more importantly on the land between Cow Lane and Dunsley Farm which is part of the Chiltern Escarpment will dramatically increase this flood risk as large amounts of water come down through this land and soak away into the water table protecting Station Road, Cow Lane and the Grove Estate.</p> <p>Tring, because it is a Salient, acts as the Market Town to many Buckinghamshire villages, so that in assessing Tring you have to take into account the effect on Tring of the Bucks Local Plan. Tring itself has no need to provide more housing as it is primarily a service town</p>

	<p>and recreation centre for the surrounding area and what it really needs is an expansion and ring fencing of this vital role rather than housing.</p> <p>The land between Cow Lane and Dunsley Farm used to be AONB. It is owned by Herts CC. With no consultation and almost secrecy it was suddenly no longer AONB despite being part of the Chilterns Escarpment and a vital green corridor into Tring. I will certainly be asking for disclosure of all relevant documents and committee meetings relating to its removal from the AONB should any attempt be made to develop this land (other than Dunsley Farm itself which would be an ideal site for a larger supermarket), as, being owned by Herts it smacks of skulduggery.</p> <p>Finally it would appear to be Government Policy that there will be no building on Green Belt Land in London and the Home Counties. This would appear to be at odds with all of your options.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6098
<b>Full Name</b>	Mrs Charlotte Cliffe
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No consideration has been taken into account for existing residents nor the surrounding environment. We choose to live in Blegberry Gardens (off Shootersway, Berkhamsted) due to its semi-rural location - we have already had to swallow another new development opposite (Bearroc Park) - let's not spoil the area anymore with the addition of more houses on our greenbelt land.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6139
<b>Full Name</b>	Mr andrew miller
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>HH-h3</p> <p>This proposal would see the estruction of valuable trees, hedgrows, vegetation and arrable land that curenly combats against the environmental pollution from the</p>

	<p>A41 and A4251, the removal of this through housing would see an increase in respiratory related conditions (Asthma, COPD etc.) The existing access road (single file over the railway line) would struggle to cope with additional road traffic during and after construction.</p> <p>KL-h1</p> <p>This proposal would see the destruction of valuable trees, hedgrows, vegetation and arable land that currently combats against the environmental pollution from the A41, the removal of this through housing would see an increase in respiratory related conditions (Asthma, COPD etc.)</p> <p>KL-h2</p> <p>The area beside the canal has been a natural flood zone and has been subjected to flooding over the last 50 years, this site has previously seen development in the creation of Kings Meadow off Gade Valley Close. This area provides the valuable ability to combat environmental pollution from the congested A4251 coming in to the village from Apsley.</p> <p>KL-h3</p> <p>This proposal would see the destruction of valuable trees, hedgrows, vegetation and arable land that currently combats against the environmental pollution from the M25 and A41, the removal of this through housing would see an increase in respiratory related conditions (Asthma, COPD etc.)</p> <p>The 4 above areas would remove the existing 'green belt' barrier the currently provides the village boundaries between the other local villages which is vital for the villages existence.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP106155
<b>Full Name</b>	Mr Scott Bennett
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	You are trying to build on green belt whilst selling your occupied garages off for private dwellings. Disgusting.
<b>Include files</b>	

<b>Number</b>	Question 1
<b>ID</b>	LPIO6181
<b>Full Name</b>	Mrs Beryl Irvine
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Its not sustainable, to over populate the dacorum area, quality of life for all residents will be much worse, wildlife will suffer, the countryside will be affected from pollution.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6201
<b>Full Name</b>	Mr Colin Tate
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Whilst I broadly agree with the conclusions reached I am not convinced that sufficient weight has been attached to the negative impact of the proposed Options.</p> <p>The Vision includes that the market towns and large villages will provide all necessary services for their communities and surroundings whilst recognising and valuing the differences in character of each place.</p> <p>Perhaps the key objectives outlined are:</p> <ul style="list-style-type: none"> <li>To enable convenient access between jobs, homes and facilities, minimise the impact of traffic and reduce the overall need to travel.</li> <li>To conserve and enhance the function and character of the villages and countryside.</li> <li>To ensure the effective use of existing land and previously developed sites.</li> <li>To maintain commercial enterprise and employment opportunities in the market towns and large villages.</li> </ul> <p>Kings Langley already provides all necessary services for the existing community and any proposal to significantly expand the size of the village must clearly fail to recognise and value the character of the village and its surroundings.</p> <p>Any expansion of the village for new residential units or any significant new commercial sites will severely impact the already grid locked traffic situation in the High Street as well as in Apsley. The overall need to travel could not be reduced by the adoption of any of the proposed</p>

options. And school journeys are also likely to increase despite proposals for new schools. Indeed the outcome might be even more school buses and private cars bringing students from outside the village rather than improving education facilities for local residents. Any new residents are likely to travel to Hemel Hempstead, Watford or St Albans for shopping and to Luton, Stansted or Heathrow for holiday and business flights. And the increase in heavy haulage vehicles supplying local shops, businesses and new commercial sites must not be overlooked in addition to increased journeys by couriers and online shopping services and local buses.

The negative impact on water quality and quantity and impact on soils is to some extent recognised. But flood risk is hardly mentioned and whilst mention is made of possible impact on historic sites little recognition is given to the impact of investigating these sites and the general unsuitability of historic sites for new building developments if the historic heritage is valued and preserved and if character of the village and its surroundings are truly recognised and valued.

The Report says "The proposed Vision for the Borough sets a general aspiration for how development will meet the needs of the population whilst at the same time protecting the environment and character of the Borough. This Vision has therefore been identified as being compatible with the social and economic SA objectives and with the majority of the environmental SA objectives"

But a "general aspiration" falls far short of ultimate achievement. It is little more than a speculative aim for the future without any possible real hope of achieving the stated Vision. And protecting the character of the Borough as whole does not necessarily mean that the character of individual market towns and villages can be protected.

But the Report does say, "Potential sites will be assessed during a later stage of the SA process at which point the current high levels of uncertainty will be reduced".

We must hope that eventually the impossibility of the proposals for the green belt on the outskirts of the large villages will be recognised as well as the impact on the historic sites in Kings Langley and other negative impacts.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6239
<b>Full Name</b>	Mr Brian Goddard
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	Being in the Chilterns, Dacorum must be careful to limit building on the Green Belt. Berko has a country market town character and cannot support industry although can support limited office and small business development. Most inhabitants must travel to London, Hemel Hempstead and other surrounding towns which provide jobs. Affordable homes are required here and their building must be legally tied in with other more expensive housing developments, to prevent the postponement / delay of the affordable homes as often happens with builders/developers. The town infrastructure, eg schools, road links, bus routes, doctors, hospital access and even rail links are already stretched to capacity. More infrastructure building must be carried out before, not after houses are being built.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6270
<b>Full Name</b>	Mrs anna silsby
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The overall analysis ignores the impact of the combined plans throughout Dacorum, and does not give sufficient detailed consideration to the local impact of the individual potential developments. Given the underinvestment in infrastructure in Dacorum, the lack of road, parking and train capacity for example, the combined impact of the number of new homes proposed in Dacorum will significantly negatively impact the standard of living of the existing inhabitants of Dacorum.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6288
<b>Full Name</b>	Mr Andrew Lambourne
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The SA mentions the potential impact of Luton Airport expansion only in terms of surface transport. Its noise impact on dwellings ought to be considered, although this may require plans to be revisited once the airspace redesign options become clearer. The recent announcement by LLAL of a vision 2020-2050 further



	doubling of capacity has heavy implications for noise, pollution and surface transport.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6313
<b>Full Name</b>	Dr Jason Tisdall
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Green belt must be maintained to a great degree. This is essential to maintain the character of the villages and avoid coalescence/urban sprawl.</p> <p>All new development should be focused on brownfield redevelopment as a critical priority. This not only forces redevelopment of neglected sites, but removes the pressure on green belt.</p> <p>Large scale growth of small villages must fail due to lack of appropriate infrastructure. It is far more sensible to target the growth closer to the large urban centres which can better support it i.e. Hemel Hempsted.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6334
<b>Full Name</b>	Mrs Rachel Macdonald
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>i am very concerned that most of the sites highlighted to build on are farmland and AONB. which also happen to be on green belt land. I live in Tring and its current infrastructure is at its limits. All the schools are at capacity, as are dental / doctors surgeries. The town doesn't have enough parking which leads to people parking in adjacent roads causing these streets to become one way. With recent housing development there has been insufficient parking allowance -flats on Brooke Street which has resulted in these residents parking on the pavement and restricting traffic flow.</p> <p>The station already struggles with current capacity of passengers. How will it cope with a huge influx of commuters.</p> <p>where is the plan to develop commercial/industrial units ? The plan only highlights Dunsley Farm. To increase</p>

	<p>the towns population by the suggested plan Tring would need more units -so why have the council be turning some of these units into housing.</p> <p>Re development on Station Road these fields often flood in winter and periods of prolonged rain. Building on this land will mean some of these houses will flood and cause flooding in other area as there will be no flood planes.</p> <p>although I agree with the fact that we need more housing. this housing should be affordable and social housing. Nowhere within the plan is social housing mentioned and I have little confidence that the 'affordable housing' will be priced at a realistic figure that the average wage earner could afford.</p>
<b>Include files</b>	<a href="#">Issues and Options Response</a>
<b>Number</b>	Question 1
<b>ID</b>	LPIO6377
<b>Full Name</b>	Helen Cole
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This does not feel like a plan that has been strategically driven, more a plan fitted around developers aspirations. The infrastructure in small market towns such as Tring is simply not sufficient to support large scale development. Dacorum would be better placed looking stategically at establishing new towns with the infrastructure planned from the outset to support the population.</p> <p>Nowhere does this plan suggest the infrastructure improvements that would be needed for a population increase of this size. One secondary school that is already oversubscribed is clearly not going to meet the needs of a town this size meaning that some children on the west side would need to be schooled out of town.</p> <p>The road network is already struggling and I cannot see a plan to address this</p> <p>The railway station at Tring would require improvement, there is no mention of that investment. The provision is already woefully inadequate. At the moment the car park is full by 9am, there is no disabled access or toilet facilities. Public transport to the station is inadequate and would require improvement. None of this is mentioned in the plan.</p>

	<p>Additional office space / industrial space would also be required to support an increased population.</p> <p>Our market towns have distinct character because they are surrounded by green belt and areas of outstanding natural beauty and losing that would be massively to the detriment of towns such as Tring and Berkhamsted.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6397
<b>Full Name</b>	Mr Patrick Walsh
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>In Kings Langley the infrastructure is no in place to support these plan.</p> <p>It will result in the permanent destruction of green belt land.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6456
<b>Full Name</b>	Mrs Pamela McLaren
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The sustainability plans are flawed. Kings Langley is a charming village, with its own identity, surrounded by beautiful countryside. Plans to expand the village would mean it becomes a part of Hemel Hempstead. The proposals are to build on greenbelt land which is totally unacceptable, and the loss of amenity to the village would create problems with infrastructure, with lack of space at local schools, doctors' surgeries and on local transport and roads.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6479
<b>Full Name</b>	mrs gillian marin
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>green belt land should not be built on whilst there are potential brownfield sites. additionally there are many many empty properties in dacorum and these should be refurbish or rebuilt before greenbelt land is used.</p> <p>I fundamentally don't agree with large scale building. Princess Anne once said (relatively recently) that is every village or hamlet built 20 new houses the housing crisis would be solved. A far better way to address the housing issue would be to build 20 houses in every village. Dump 2000 houses in Kings langley and you create all sorts of problems with lack of infrastructure. spread the houses - 20 in chipperfeild, 20 in sarrat, 20 in flaunden, 20 in Bucks Hill and the "problem" is spread, but is singularly less of an impact.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6483
<b>Full Name</b>	Mr Topan Dutta
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	In general, considering the climate of the proposal to build a million homes by 2010
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6488
<b>Full Name</b>	Mr Robert Mostyn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Perpetual economic growth. That is the mantra, or should I say dogma, of current political thinking and this way of thinking is what is leading to the destruction of our living environment. A more pertinent question to ask is whether the UK is already exceeding its environmental capacity. If everyone on earth led an average northern European lifestyle, we would need 3 planets to absorb all the greenhouse gases being emitted. If this is so, why are our councils being asked to engineer / plan for our</p>

	social/environmental decline? Planning for additional growth in population is going to make the sustainability problem worse. Perhaps the UK is already environmentally full. I suspect a proper study would indicate that it is.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6520
<b>Full Name</b>	Mr Stephen Clarke
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6539
<b>Full Name</b>	Mrs Jacqueline Swan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I have lived in Kings Langley for over 20 years and my husband has grown up in the village. The family Home remains in the village and my son wishes to grow up in the same surroundings as his father and grandparents and great grandparents before him. Building on green belt will destroy the village and local community. Kings Langley traffic has increased dramatically and is already struggling to cope with the increased volume of traffic especially in rush hours. public transport (trains) are at full capacity and traffic and parking at the station and surrounding roads is challenging. increasing traffic and cars to an already congested area would not be acceptable And road network I feel would not cope. The local health facilities will also come under pressure. I strongly object to building in Green belt farm land and the threat of removing one of the few dairy farms out of hertfordshire is a unbelievable and extremely disappointing.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6543
<b>Full Name</b>	Mrs Sarah Cant

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I don't believe that the infrastructure has been considered. The roads are already very busy and the trains into London are full. I know that friends have struggled to get their children into local schools. On top of this, it will destroy the character of the village.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6569
<b>Full Name</b>	Mrs Jenna Selby
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The development on Green belt should be kept to a minimum - the reason people moved or stayed living in the Borough was to enjoy it, not to see it built on.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6575
<b>Full Name</b>	Mrs Doreen Woods
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Why do we need growth? If it does more harm than good why does the government keep pushing local councils to increase housing, roads and industry? I feel this is a problem that should be addressed in a wider context. I think we once had regional planning authorities that looked at a greater area than that covered by local councils. Surely we should be looking at this eastern region as a whole and perhaps moving development to areas away from the green belt altogether. By setting targets for every council it only increases the pressure on areas that are already at full capacity. This is harmful to the health and well being of people and wildlife alike.

	I know these comments do not help Dacorum but perhaps we should get the government to realise that constant development in a relatively small area is unsustainable. Let's write to our M.P.'s
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6577
<b>Full Name</b>	Mr
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is quite farcical to think that the local infrastructure could support the level of new build being proposed. Anybody who sat by Kings Langley High Street - could see that it is already problematic.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6586
<b>Full Name</b>	Mr Graham Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	In the assessment of options of housing growth the various options considered for impact are those given by the council. No attempt has been made to consider other development options and thus it is only an impact assessment on the options stated NOT on the scale of housing suggested.  In detail some the assessment of SA9 Landscape/townscape seems to underestimate the scale of the development proposed in the green belt around Tring, when that green belt is very close to the Chiltern AONB. AONBs do not exist in isolation but rely on a surrounding "green" area to set them in an appropriate environment. The Sustainability Assessment seems to ignore this in SA9.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6609
<b>Full Name</b>	Mr Quentin Ross-Smith
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>No I don't, Kings Langley in it's present form offers so much to future generations. While I appreciate some development will happen within the Borough in the future, I feel we could loose wonderful amenities and valued landscape. kings Langley is fortunate to have Wayside Farm which is renowned for its Jersey herd. The farm offers education to young and old alike and without it people would will be far worse off by not understanding how our rural community works. People need to understand the basics of living to develop for the future.</p> <p>Having lived in Kings Langley 34 years, the area has become congested with traffic, having to queue in and out of the village daily. Future development will cause greater problems in the future with volumes but also pollution.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6611
<b>Full Name</b>	Mr Nick Hollinghurst
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ol style="list-style-type: none"> <li>1. Consideration of Tring's real-world requirements for housing and employment are severely distorted by the neglect of current ongoing extensive housing provision nearby: Aylesbury Vale, Leighton Buzzard, Dunstable, North Luton as well as employment provision in the same areas plus Pitstone.</li> <li>2. Overall figures for housing totals have not taken into account current poor UK economic performance nor any likely negative impact of leaving the EU.</li> <li>3. Overall demand for housing and employment within Hertfordshire as a whole could be mitigated, and probably completely, by infrastructure development and economic stimulus in regions outside of the South East and East of England</li> <li>4. Insufficient weight has been given to social and environmental objectives e.g. improvements in public health, education and the quality of family life.</li> </ol>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6627
<b>Full Name</b>	miss Daphne Kirst



<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6648
<b>Full Name</b>	miss Daphne Kirst
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Natural areas are needed for the well-being of all. We must not destroy them.</p> <p>We need to look at new concepts of living and share space rather than build more. The local environments cannot cope with this number of houses. Also the materials used in building are highly toxic to humans and the environment. We must look at long term sustainability.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6661
<b>Full Name</b>	Mr Jeremy Child
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>While I applaud the Council seeking to engage with those it serves - which is only right - I am appalled by the manner in which it has attempted to do so.</p> <p>This consultation document has clearly been formulated by those who are so professionally close to the subject matter that they have failed to see that it is virtually impenetrable to the lay person. Hundreds upon hundreds of hours have clearly been spent creating the document but for me it is not fit for purpose if, in order to understand it properly, the reader needs to be as thoroughly grounded in all aspects of planning as the person or committee who wrote it. It's my belief that far</p>

	<p>from encouraging consultation this document will discourage it.</p> <p>I salute those who have persevered with this document and who have managed to make comments.</p> <p>From conversations with others I know I am not alone in finding this document confusing rather than clarifying. I trust that this was not the intention and that any future document of such importance will be tested on lay people so that its efficacy - or lack of it - can be properly determined.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6714
<b>Full Name</b>	Andrea Bartlett
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6721
<b>Full Name</b>	Mr John Richards
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The current infrastructure cannot cope with the demands already placed on it. I have not seen any solution to this. Green Belt Land should always be protected while Brown field sites are available. The area of Long Green and Sandpit Green at Swing Gate lane area of Berkhamsted is the natural habitat of many birds and animals, including Owls, Munt Jack Deer, Badger and Foxes. This will be destroyed should the development go ahead.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6764
<b>Full Name</b>	Mrs Clare Murphy
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6809
<b>Full Name</b>	Mrs Susan Richards
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6814
<b>Full Name</b>	Mrs Juliette Kent
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I am against the use of Greenbelt Land. The Dacorum Councilors have been voted in by the public and it is their duty to abide by the wishes of the public. We loose our Greenbelt we will never get it back.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6815
<b>Full Name</b>	Mr Nick Hollinghurst
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ol style="list-style-type: none"> <li>1. Consideration of Tring's real-world requirements for housing and employment are severely distorted by the neglect of current ongoing extensive housing provision nearby: Aylesbury Vale, Leighton Buzzard, Dunstable, North Luton as well as employment provision in the same areas plus Pitstone.</li> <li>2. Overall figures for housing totals have not taken into account current poor UK economic performance nor any likely negative impact of leaving the EU.</li> <li>3. Overall demand for housing and employment within Hertfordshire as a whole could be mitigated, and probably completely, by infrastructure development and economic stimulus in regions outside of the South East and East of England</li> <li>4. Insufficient weight has been given to social and environmental objectives e.g. improvements in public health, education and the quality of family life.</li> </ol>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6827
<b>Full Name</b>	Mrs Sue Jones
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>No account has been taken of the impact on infrastructure in Bovingdon. It is already under acute pressure: the High St is dangerous because of the volume and size of vehicles trying to negotiate. It is indeed, almost impassable during significant periods of the day. The School is full; Doctor's and Dentist's surgeries are full and water, drainage and power is also at full stretch. There is already a development of Mcarthy &amp; Stone retirement homes being built on Hempstead Road with inadequate parking provision. This will immediately increase pressure on medical provision within the village without any further increase.</p> <p>Further housing cannot be built in Bovingdon without first addressing the provision of adequate infrastructure. I refer you to a phrase in the opening introduction to the guidance document; that development should be 'of the right character and quality'. I fully accept and understand the need to provide more housing especially affordable housing, however, this needs to be achieved in a manner which maintains the character and rural nature of Bovingdon.</p>

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6873
<b>Full Name</b>	Bradford Gunn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>All options put forward involve the loss of valuable and irreplaceable Green Belt land based in large part on owners who want to sell their land. In the case of Bovingdon existing brown field sites on the Bovingdon Airfield and the Macdonald Hotel have not been considered. It appears that there has been little or no evaluation to determine if the existing infrastructure of a community can support the level of development being proposed. In the case of Bovingdon the village's infrastructure is already at a breaking point. The village's roads, parking, school, medical and community facilities cannot support the needs existing residents. The proposals put forward would increase the village's total homes, population and resident vehicles by 20%+.</p> <p>There is no acknowledgement that the busiest 'B' road in Hertfordshire (the B4505) runs through the village and that this 'residential' road is a major cut through for M25 traffic. The village is not well served by public transport and the level of services are constantly being reduced. which in fact which is constantly in fact these services are constantly being reduced. To make matter worse the impact planned development in Kings Langley and Chesham will have on Bovingdon have not been considered.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6906
<b>Full Name</b>	Mr Alex Taylor
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The assumption of a continually growing population is inherently unsustainable, as in the definition of the word. To test the sustainability of a concept, you cannot look at what mitigations could be taken, you must look at the</p>

	<p>net impact: is this positive or negative. If negative, it's not sustainable; it may be less unsustainable, but it cannot be sustainable.</p> <p>If you add this many houses this year, then a similar number in a few years, then a similar number a few years after that, the effect is clearly not sustainable. Eventually the land and resources run out. This is not to say no development should occur, but it must be under no pretence that it is sustainable.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6927
<b>Full Name</b>	Mrs Wendy Mclean
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Plan fails to take into consideration the impact on the existing &amp; recent housing developments surrounding Kings Langley (Sappi, Apsley Lock, Ovaltine, Manor Estate, London Road, and the Paper Trail Development. The infrastructure does not cope adequately now. There is no categoric commitment to providing any enhanced services - they all appear to be 'optional, potential, or opportunity for!!</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6942
<b>Full Name</b>	mr michael hicks
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO6949
<b>Full Name</b>	Dr Jane Hughes
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”; the net effect can only be negative regardless of size.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO7018
<b>Full Name</b>	Harrison
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I don't think all brownfield sites have been utilised and therefore we shouldn't be considering greenbelt/greenfield sites. The plans for Hemel Hempstead would massively increase the number of homes but where are the local employment opportunities to reach your aim of minimising traffic and reducing distances people have to travel for work. The strain on local roads is already huge and a new Dodds Lane is going to have a massive impact on the traffic in and around Maylands and onto the M1 where traffic is already horrendous particularly at rush hour. Impacts to the environment and wildlife need to be seriously considered including headgrows where vast numbers of birds and animals live and need to survive. Infrastructure is not in place, particularly the road systems but also the lack of hospitals in the area to cope with this number of new homes.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO7054
<b>Full Name</b>	Mrs Gillian Lumb
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	We should not build on the Green Belt. The Government is committed to protecting the Green Belt. I heard the Chancellor say this in his budget speech. The Green Belt is there to prevent Urban Sprawl and thus to keep the benefits of the open countryside for everyone.

	Berkhamsted now has a bypass. The route was designed to minimise the environmental impact, not built close to the town but leaving a field's width and avoiding the ridge where its presence would have been very intrusive. The design of the route was not intended to extend the town boundary but to keep the environmental impact away from residential accommodation. There is very heavy traffic on the road with consequent exhaust fumes and a lot of noise.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO7091
<b>Full Name</b>	Mr & Mrs Fox
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our names.</p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p><b>Q1.</b></p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p>BRAG response (Full document attached to Q46)</p> <p>Question 1</p> <p><i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p>No</p> <p>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate</p>



and neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.

Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.

Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.

We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)

The cumulative effects of developments have not been assessed thus undermining any conclusions made.

Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO7302
<b>Full Name</b>	Brian and Heidi Norris
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

**Your response - Please add your response here**

We fully understand the need for additional housing in this country, but it should not be to the detriment of towns such as ours. We do not intend to reply to the 46 questions one by one, but support the answers given by the Berkhamsted Citizens' Association and the Berkhamsted Residents Action Group and support Option 1B in the Strategy Plan. Even this number of 600 further homes is, in our view, more than enough, but we understand that is an existing commitment.

BRAG response to Question 1 (please note full document is attached to Q46)

**Question 1**

*Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

No

This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate

and neighbouring area on sustainability

which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the

assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant"

sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.

Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative

regardless of size and the larger the development the greater the negative effect.

Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.

Any new facilities within larger edge of town expansions may be required for the new settlements but would not

benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially

around the Market Towns. This is a fact that DBC stressed at previous inspections.

We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)

	<p>The cumulative effects of developments have not been assessed thus undermining any conclusions made.</p> <p>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO7351
<b>Full Name</b>	Carol Atkinson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Question 1 – Sustainability Appraisal Working Note</p> <p>I don't consider that the Sustainability Appraisal Working Group has adequately addressed the issues relating to greener transportation and the health and socialisation benefits of getting people walking and discouraging car ownership. Moving to electric vehicles produces other damage and can accelerate climate change see for example the environmental damage caused by battery vehicles – see for example podcast <a href="https://www.ft.com/content/90a5e756-0f47-445a-8b6c-fa5aee652d93">https://www.ft.com/content/90a5e756-0f47-445a-8b6c-fa5aee652d93</a></p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO7484
<b>Full Name</b>	Mr & Mrs Jeremy & Alison Harrison
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</p> <p>The Ivy House Lane site itself is difficult to access.</p> <p>HCC's Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p>

	<p>Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</p> <p>Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <p>We also refer to para. 21.6 of the Inspector’s Report in 2002 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP107606
<b>Full Name</b>	Charlotte Charlesworth
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><u>Objections –Shendish (HH-h3)</u></p> <p>1 <b>Historic environment (your ref SA8)</b></p> <p>I object to the development of the Shendish area for historical reasons, which you currently consider would have an ‘uncertain’ impact.</p> <p>1 Shendish is an area of historical interest that stretches back to Norman times and beyond. The name ‘Shendish’ is thought to be a corruption of the name of Ralf de <b>Chenduit</b>, who sub-let the farm from William the Conqueror’s brother.</p>

1 Development of the site could affect the setting of the Listed Buildings of Apsley Manor Farmhouse and Shendish House which are surrounded by the site. The north part of the site is a locally registered park and garden, associated with Shendish Manor. The site is also partly located in an area of archaeological significance (prehistoric activity & settlement, Rucklers Lane). The County Archaeologist has identified there to be a high risk that heritage assets with archaeological interest are present on the site. Archaeological assessment would therefore be required before the submission of a planning application.

#### 1 Biodiversity (your ref SA1)

I object to the development of the Shendish area for reasons of biodiversity. You currently consider this to have a potentially 'insignificantly negative' impact. I disagree.

1 The whole Shendish area is a natural wild-life habitat for our indigenous animal species. They have become long-established within the woodlands and fields. For example, deer, badgers, foxes and bats live happily here. There are numerous species of birds, including owls. Any development of the area would inevitably force these animals out; light pollution would affect them and architectural landscaping would not support them.

1 The Shendish area is full of fields and stretches of natural woodland, some of which is deemed 'ancient'. Additionally, there are many trees with Preservation Orders, and numerous specimen trees planted many years ago as an overspill from Kew Gardens. To remove this habitat would destroy the longstanding, historic nature of the area. Landscaping would be no replacement whatsoever.

1 Changing the nature of the land (including the Kings Langley farmland proposed for development) would not, as outlined by the Biodiversity Action Plan, do the following:

It would not:

- protect, maintain and enhance biodiversity and geodiversity
- support the farming industry or children's knowledge and understanding of that industry
- help the sustainable management of our woodlands and other habitats, or protect them against conversion to other uses
- conserve and enhance the green infrastructure of the Borough
- recognise the social/environmental value of such sites, or increase access to woodlands, wildlife

and geological sites and green spaces, particularly near/in urban areas

- encourage people to come into contact with, and understand and enjoy nature.

#### 1 **Flood risk (your ref SA3)**

I object to the development of the Shendish area as I believe there to be a significant risk of flooding. You currently consider this to have a potentially 'insignificantly negative' impact. I disagree.

1 Apsley already suffers from flooding which has caused damage to retailers on the high street, and indeed, the need for at least one retailer to move premises altogether.

1 Our house is at the bottom of the unadopted lane leading from the main Shendish drive. When it rains hard, water travels fast down the lane and in to our front garden, which can become completely submerged. This happens with ditches, and permeable ground all around us. If the area were built upon, the water flow would increase due to the hard-surfacing which would put us and our neighbours at a significant disadvantage.

#### 1 **Landscape (your ref SA9)**

I object to the development of the Shendish area as I believe there would be a significant impact on the local landscape. You currently consider this to have a potentially 'insignificantly negative' impact. I disagree.

##### 1 Green Belt

The proposals for Shendish and Kings Langley would breach the five main purposes of Green Belt land (to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns from merging in to one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration by encouraging the recycling of derelict and other urban land).

The implications are important and self-explicit. Were the developments to take place, they would have a negative effect on the area's current landscape and locals' well-being, and permanently remove valuable Green Belt land.

##### 1 Brown field

In particular, however, the potential use of existing brown field sites is not transparent. These should be fully utilised before any use of green belt is considered. There are no brown field proposals in the Land Plan, and it is not clear what sites already have planning consent but

are yet to be built upon. Nor is it indicated what existing buildings, such as offices, could be redeveloped into housing, or what planning consent has already been given for building projects which have not been completed. Such opportunities might well exist at Westside Business Centre, the People building site, Diamond Point on the Maylands estate and the Hertfordshire County Council complex at Apsley, to name a small selection.

**1 Health and well-being (your ref SA10)**

I object to the development of the Shendish area as I believe there would be a significant impact on the health and wellbeing of its own and the wider population. You currently consider this to have neither an overwhelmingly positive or negative impact. I disagree.

The Shendish area provides considerable recreational opportunities for the Dacorum residents. These include:

- an 18 hole golf course which is proposed should be reduced in size. However, this is highly unlikely to be as well-used as currently which puts the amenity at risk, as well as the local residents at risk from further building.
- various Rights of Way and footpaths which must be protected, but are not included in the Local Plan. This is misleading
- many opportunities for ramblers, cyclists, dog walkers and young adventurers from the Phasells Wood camp site and beyond.

In today's climate of the increase in obesity and health problems of our population, to take away such natural opportunities for healthy recreation can only have a negative impact on our health and well-being.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO7669
<b>Full Name</b>	JUNE LIGHTFOOT
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No. Need to address this overall so you see how small impacts add up.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO7842
<b>Full Name</b>	Dr Peter Chapman
<b>Company / Organisation</b>	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	
Include files	
Number	Question 1
ID	LP107927
Full Name	Mr Norman Groves
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>I would like to confirm that I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>BRAG RESPONSE TO Q1</p> <p>This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate</p> <p><b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the</p> <p>assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant"</p> <p>sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.</p> <p><input type="checkbox"/></p> <p>Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative</p> <p>regardless of size and the larger the development the greater the negative effect.</p> <p><input type="checkbox"/></p> <p>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</p> <p><input type="checkbox"/></p>



	<p>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</p> <p><input type="checkbox"/></p> <p>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</p> <p><input type="checkbox"/></p> <p>The cumulative effects of developments have not been assessed thus undermining any conclusions made.</p> <p><input type="checkbox"/></p> <p>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO7977
<b>Full Name</b>	Mr Michael Nidd
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?:</i></p> <p>Please see the response to Q16: which deals with DBC's rejections of the Urban Capacity option and that of exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s housing numbers (see Q2)</p> <p>The cumulative effects of developments across Dacorum as a whole have not been assessed, thereby any conclusions made are made at best suspect, at worse invalid.</p>

Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are over-simplified and lack any real analysis of the impact they may have on the specific areas in which they are situated.

*[Response to Q16: It is neither reasonable nor appropriate to set a housing target above what is achievable considering all the constraints of the area, which DBC have calculated to be 476 new dwellings per year. DBC quoted urban capacity is already 11% higher than that figure without further Green Belt release. Proper consideration of increased density including taller buildings in appropriate areas would release more capacity.*

*The Core Strategy Inspector was not convinced that DBC had fully assessed housing need based on robust household projections, which is why he requested that reassessment to be completed as part the early review. **However, the Inspector was also at pains to stress at the public hearings that those numbers are NOT and do NOT have to form the housing target.** They simply make up part of the evidence base which also includes infrastructure, environmental, physical, Green Belt etc constraints which could necessitate a lower target being set. Conversely, if no constraints apply, the Inspector suggested that the Local Authority may be able to set higher targets and possibly ease pressure in neighbouring regions. This point has recently been confirmed in the recent DCLG "Planning for the right homes in the right places" consultation proposals", whose paragraph 9 states that "Local planning authorities then need to determine whether there are any environmental designations or other physical or policy constraints which prevent them from meeting this housing need. These include, but are not limited to, Ancient Woodland, the Green Belt, Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest. They also need to engage with other authorities – through the duty to cooperate – to determine how any need that cannot be accommodated will be redistributed over a wider area. This means that the level of housing set out in a plan may be lower or higher than the local housing need."*

*There are well-founded reservations about the methodology in the SHMA which calculated DBC's 'locally assessed need', and a confusion between need and demand – the latter being almost completely driven by the volume house-building industry. The constraints of the Dacorum area mean that the Urban Capacity has to be the starting point, particularly given the Governments very recent strong commitments to preserving the Green Belt.*

*The draft plan paragraph 6.1.14 is dangerously misleading. The Government consultation referred to above does NOT indicate that the larger figure (1,000-1,100 homes) would need to be used for Dacorum's plan once it becomes more than 5 years old. Its inclusion*

	<p><i>seems somewhat revelatory of Dacorum planners' mindset.]</i></p> <p><i>[Response to Q2: DBC may have referred to the issues , but co-operation with St Albans was a key issue in the last Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Albans land east of Hemel as appropriate land for outward expansion of Hemel Hempstead, with a large portion of the dwellings counting towards DBC's numbers since all the infrastructure demands would fall on Dacorum. Ever since the construction of the M1 it has been something of a nonsense that the land should remain "St. Albans" despite its remoteness from St. Albans and the 8-lane-wide barrier between the two authorities.]</i></p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO8023
<b>Full Name</b>	MR ROBERT FARRER
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	2) Despite claims that there has been a "sustainability study", it is clear that there has only a token 'tick box' exercise to sweeten a very bitter pill. Development on this scale cannot possibly be 'sustainable' without proper attention to jobs, transport, infrastructure, health service provision and schooling.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO8109
<b>Full Name</b>	Mr John Ebdon
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Clearly Dacorum Borough in general and Hemel Hempstead in particular has reached the limit of sustainability in terms of quality of life, and theoretical

	calculations to demonstrate otherwise are counter intuitive.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO8345
<b>Full Name</b>	Mr Peter Hadden
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>TRL Sustainability Appraisal</b></p> <p>Even TRL's own review of this site on behalf of DBC can only produce three "single ticks" out of fifteen criteria including Para 13 "Development of this site would provide new housing (c.125 homes)". This is in direct contradiction of NPPF policy as a justification for development on Green Belt land as detailed above .</p> <p>I would also like to comment on some of TRL's other findings, using their paragraph numbering:</p> <p>1) Biodiversity. This parcel of land is a habitat used extensively by badgers, deer, bats, hares and other species. In my opinion the loss of habitat caused by the proposed development would have a significant negative effect.</p> <p>2) Water. TRL state "no predicted effects". I cannot agree, residents in this area suffer frequently from low water pressure and as recently as summer 2017 the taps ran dry on several days during a hot spell in early summer. A further 125 - 150 households drawing on the same supply would obviously have a negative impact. There is no mains drainage connection for existing houses at the northern end of Ivy House Lane and the adjoining section of The Common. I do not know if the same applies to houses further down Ivy House Lane.</p> <p>3) Flood. TRL - "no predicted effects". All local residents know that the lowest part of this land floods regularly and several times each year that flooding affects the lane itself. The sealing of the soil that would be brought about by the proposed development would exacerbate this problem significantly and the steep topography of the land would make it difficult and or very expensive to overcome and in any event could reduce the area available for housing significantly.</p> <p>4) and 5) Climate Change &amp; Air Quality. That part of Berkhamsted to the north of the canal and railway is</p>

particularly poorly-served with services and in particular all state schools are on the southern side of the town. The very steep-sided valley nature of the area means that only those in training for the mountain stages of the Tour de France would want to cycle and neither is the station within practical walking distance. In short, nearly all journeys would be made by car with the consequent impact on climate change and air quality.

TRL state that bus services run within 300 metres of the site, having lived here for sixteen years I am not aware of any bus stop within 300 metres.

9) Landscape and Townscape. I would add to TRL's own comments that:

- 1 a) Dacorum's document The Green Belt Review includes this site in a parcel identified as significantly safeguarding the countryside from encroachment
- 2 b) The Inspector at the Local Plan Inquiry in 2002 stated his belief that there is a strong visual and physical link between the site and the open (CAONB) countryside immediately to the east and that amending the boundary of the Green Belt would cause harm to the openness of the wider Green Belt.
- 3 c) Light pollution will have a significant negative effect not just on local residents but many others in Dacorum as the steep-sided valley is visible from, quite literally, miles away.

10) and 11) see my comments under points 4) and 5) above

12) Community cohesion. TRL offer no coherent argument as to how the development will positively impact upon community cohesion and given the relatively isolated location, absence of very local facilities/services and poor access (especially for children and other non drivers) it is hard to envisage any such positive impact.

13) Housing. See my comments above regarding NPPF policy.

Additionally and with regard specifically to affordable housing, I understand that the site is subject to restrictive covenants in favour of a number of neighbouring residents which limit development to detached dwellings in plots of at least one third of an acre.

14) Sustainable Prosperity and 15) Employment & Skills. TRL's comments under these headings are generic and appear to be based on nothing more than wishful thinking and certainly do not provide the "very special circumstances" required to de-classify or build on Green Belt land.

<b>Include files</b>	
<b>Number</b>	Question 1

<b>ID</b>	LPIO8376
<b>Full Name</b>	Mrs Sarah Rees
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our name.</p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned</li> </ul>

	<ul style="list-style-type: none"> <li>Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative</li> <li>Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO8391
<b>Full Name</b>	Helen & Stuart Brown
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action group have responded in full to the issues and options consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation the we wish DBC to duplicate BRAG's responses under our name.</b></p> <p><b>However, we would like to take this opportunity to emphasize just a few of the most important points within that response</b></p> <p>I don't believe the potential impact of the proposed developments has been fully assessed. Berkhamsted simply cannot cope with any further urbanisation - the</p>

switching on of the Xmas lights typifies the problem in that the town centre hasn't grown but the increase of people now makes a pedestrianised event a 'no go' situation due to overcrowding. All these people have cars which are trying to travel along narrow streets with limited parking... gridlock a constant problem. I no longer live in a market town but a polluted, vastly expanded urban sprawl.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned
  - Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous
  - We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are



Include files	
Number	Question 1
ID	LPIO8406
Full Name	Spencer Holmes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP108418
<b>Full Name</b>	Mr Peter Shell
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Because of the above I am not in a position to myself provide detailed answers to all the questions, but have seen the response prepared by BRAG and agree with their comments which should also be regarded as my own</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in</li> </ul>

	<p>the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO8449
<b>Full Name</b>	Mrs Pat Berkley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) have responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I/we request you accept this as confirmation that I/we wish DBC to duplicate BRAG’s responses under my/our name. However, I/we would like to take this opportunity emphasize just a few of the most important points within that response.</b></p>

The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

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	impact they may have on the specific area in which they are situated.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO8487
<b>Full Name</b>	Mr Lawrence Sutton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned</li> </ul>

	<ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP108646
<b>Full Name</b>	MRS G RUSSELL
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>No</p> <p>1- Insufficient emphasis on the use of brownfield sites, which must be used even if difficult and expensive. What price the loss of irreplaceable countryside?</p> <p>2- Insufficient argument against development in the Green Belt.</p> <p>3- Lack of requirements for offsetting biodiversity loss. Merely mention possibility in some areas – but this seems impossible because any potential areas would be swallowed up by development.</p>

	4- Option 3 should be rejected outright. No compensation for immense damage would cause, especially re water and soils, and adds enormously to over-development. The Green Belt loss is indefensible.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO8693
<b>Full Name</b>	MR NIGEL EGERTON-KING
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I do not agree with any further encroachment onto the Green Belt around Berkhamsted. We have already had significant housing development and since there is no easy access to the town centre for the sites proposed the new developments will provide little or no benefit to our community.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO8867
<b>Full Name</b>	mrs susan stier
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I am a resident of Berkhamsted and wish to register my overwhelming reservations regarding your document , and register my opposition to this plan being passed. Question 1- DO NOT AGREE This exercise is flawed- individual sites may be deemed to have "insignificant"negative impact- but when sites combined- the negative impact will be huge, on water supply, congestion , pollution etc. Development on Green Belt Land cannot offer any net "environmental enhancements". Please explain what these could be.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO8868

<b>Full Name</b>	mrs susan stier
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Rejected options should be re explored
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO8950
<b>Full Name</b>	barney greenwood
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	They are based on a robotic approach that takes strings of small sites and treats them individually, finding a series of 'negative but insignificant' impacts – obscuring the fact that the cumulative impact is significant. This distortion is particularly severe in Berkhamsted. The same miopic approach applies to larger sites too.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO8971
<b>Full Name</b>	David Johnson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO8991
<b>Full Name</b>	Mrs Susan Johnson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	



Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i> <b>No</b>
Include files	
Number	Question 1
ID	LP109154
Full Name	S Langley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Q1. The assessments of individual sites lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.
Include files	
Number	Question 1
ID	LP109213
Full Name	STEPHEN AND JOANNA O'SULLIVAN
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<b>DACORUM PLAN PROPOSALS AND CONSIDERATIONS:</b>  1 Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no

numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.

- 1 There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-

#### **Water**

- 1 There is no commentary about the existence of main services and our suspicion is that main services would have to be brought into this site as it is known that the existing housing in Ivy House Lane only provided for the current level of development.
- 1 There is no public sewer in Ivy House Lane and existing houses are served by soakaway. There is a six inch foul sewer which runs from Hunters Park through the valley but because it cannot cope with current volumes it frequently causes blockages in connecting pipes in Hunters Park and would be inadequate in its size to cope with the additional proposed development of up to 150 units.

#### **Flood Risk**

The central area of the field already floods during wet periods and we suspect that the acreage, if it were developed, would have to be substantially reduced to allow for a balancing lake at a low point in the land to collect the surface water run-off. This would reduce the net developable area substantially, possibly taking up a large area of land which would have to be fenced off for safety reasons.

#### **Climate Change**

This refers to buses within 300 metres (should be 0.3 miles?) of the site, however, the service is too infrequent to serve the number of proposed dwellings or to deal with traffic movements. It is likely that all the residents would be car users and those that aren't would be isolated by the fact of there being no public footpaths

within the vicinity affecting walking to the nearest bus stop and certainly no safe access for schools for children.

**Air Quality**

Undoubtedly the site would diminish the air quality that is currently enjoyed due to the inaccessibility of public transport and the contours involved in the adjoining roads.

**Soil**

No comment at this stage

**Resource Efficiency**

No comment at this stage

**Historic Environment**

The site does not have any historic significance but the boundaries of the Green Belt in this area have been effectively maintained since 1947.

**Landscape**

Development of this prominent site would expand Berkhamsted into the countryside on the east edge of the town is acknowledged. The site is also immediately opposite the Chilterns Area of Outstanding Natural Beauty (AONB) and there is an argument regarding the setting of this. However loss of amenity to existing residents is not mentioned and is a factor to consider in this particular case. Furthermore the Council have failed to recognise its own established Residential Area Character Study carried forward from the last District Plan which identified that the area is characterised by low density detached housing. A rough estimate by Hunters Park residents is that if the subject site were developed to the same density it would only support the development of 45 houses and not 150 houses. Proposals by Dacorum Borough Council for affordable housing would therefore be a very dense level at 40% of the site effectively getting on for half the site area and because of this very built urban form of terraced and flatted development would result in a large chunk of visual intrusion being added to what is a semi-rural area at present, notwithstanding the traffic and other problems likely to be associated with it. These factors relating to density and design constraints have been totally ignored in the analysis.

**Health and Wellbeing**

The site does not offer immediate access to schools, railway station or town centre and would undoubtedly result in car traffic using a single width lane without footpaths, with dangerous railway and canal bridges and generally filtering through the existing unsustainable road network. This site together with the allotments at the foot of Ivy House Lane, were

rejected in the last District Plan enquiry of Dacorum Borough Council by an Inspector.

### **Sustainability**

It is acknowledged that the site has poor accessibility to local facilities especially primary schools. The nearest primary school is at Swing Gate Lane which would involve walking along Ivy House Lane, then George Street and across the Canal into Greene Walk and then onto the school. The only other method of getting to the school would be via car transport either crossing over the narrow canal bridge at Bank Mill or at the end of heavily congested George Street and then the busy tight canal bridge on Gravel Path.

Secondary schools in Berkhamsted, other than part of Berkhamsted School, are all located on the southern side of the town which is better served with road access both to the A41 bypass and to the High Street and facilities. Bus service access is superior on the southern side of the town. Other sites identified are offering improvements to these facilities on the south side of the town.

### **Community Cohesion**

It is unclear what type of community would and could be developed in this relatively isolated location and how it could relate to either, the immediately surrounding development or, the facilities in the town to represent a sustainable form of development. It would be either, higher density thereby making better use of the land and providing affordable homes but generating significant traffic in an unsustainable location putting pressure on facilities where it is not in a location to deliver any or, it would be lower density and therefore not justify the loss of this Green Belt site.

Currently the primary driver for the town population is to find work elsewhere and use it as a commuter dormitory which is largely what has happened for the last 20-30 years. The consequence of this is that access to the station and to bus services is more crucial in terms of sustainability than previous and therefore the Council should give priority to those sites which are better located.

### **Housing**

It is questionable in design terms that the proposed density could be achieved without major detrimental visual impact and has randomly ignored the design constraints of this edge of town location. Further consideration of this location is inappropriate for the reasons already stated.

### **Economy**

This scheme will not achieve any more than would be offered elsewhere in the Dacorum Area.

### **Employment**

This development will do nothing for developing the skills of Berkhamsted. Access to broadband is an issue in this area and there would be no improvement to local education or services and just more delivery traffic. This section could be applied to any site and is not site specific and therefore irrelevant and inappropriate in such a detailed consideration.

### **Conclusion on Superficial Analysis**

From the Council summation of the Ivy House site located at pages 44-47 of the Schedule of Site Appraisals October 2017, the only suggestion the promoter has made is to improve cycle/footpath links and the whole question of new infrastructure provision is totally ignored. Their submission lacks the credibility, deliverability and cohesion of other sites offered in the "Call for Sites".

### **CONCLUSION**

Development of the site will result in loss of regularly cultivated arable land in an unsustainable location with poor road access and out of character with adjoining developments.

The proposal to put 40% affordable housing on the land would result in an inappropriate very dense form of development which would be both contrary to the established policy of edge of Green Belt settlement and the existing Residential Area Character Study. We consider there are grounds to include this land within AONB which adjoins it.

A balancing lake and improved drainage would be required to the site to prevent the lane from flooding further than it does at present. There is also a question over the availability of adjoining services including sewerage.

The highway infrastructure locally prohibits any substantial development and promoters are not in control of the necessary land to be able to bring about any significant improvements. Even if they were to do so this would destroy the character of the lane and bring in lighting and other forms of urban development which would jar with the existing soft edge to the town.

We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that sustainability issues could be better addressed with less impact on the Green Belt.

### **ADDITIONAL COMMENTS**

	<p>below quote from the Hertfordshire County Council 2013 Bikeability Audit Report on Berkhamsted was useful given the Developer's emphasis on providing Cycle Routes.</p> <p><b><i>"Cycling on Gravel Path is hazardous, especially on the ascent and becomes a Level 3+ due to its steep ascent and subsequent slow speed of cyclists on the narrow carriageway"</i></b></p> <p><b><i>"Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile".</i></b></p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO9223
<b>Full Name</b>	Mrs Jean Farrer
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I cannot agree with the sustainability assessments, which appear to be mere tick box exercises, with very little understanding and appreciation of the locations assessed.</p> <p>For example: Be-h5 Lock Rd Northchurch. Proposal for 60 houses.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO9480
<b>Full Name</b>	Chris and Shiela Pawson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><u>QUESTION 1</u>: Do you agree with the conclusions of Sustainability and Appraisal Working Notes.....?</p> <p><u>ANSWER</u>: No. Please see the submission from Berkhamsted Town Council and their answer to Question 1, which makes the same points that we would wish to make.</p>

	<p>Berkhamsted Town Council</p> <p>Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</p> <p>Any new facilities within larger edge-of-town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the market towns. This is a fact that DBC stressed at the previous Examination.</p> <p>The cumulative effects of developments have not been assessed. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed and catered for.</p> <p>Berkhamsted has the most “negative but not significant” sites many of which are in close proximity to one another and to ongoing and planned developments.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO9684
<b>Full Name</b>	Stephen Bailey
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>No. It is illogical to exclude large sites of 3,000+. The greenest/most sustainable option must be to focus development on Hemel Hempstead, the largest town, which has the concentration of population to cost-effectively extend and expand public transport and the other social infrastructure facilities needed to support the planned expansion. In contrast Berkhamsted is a linear/steep sided valley where it is impractical for many of the residents to cycle or walk to the town centre/railway station and due to the narrow streets the public transport options are very limited. The town centre simply doesn't have the road capacity to support any real increase in traffic; the high street is already often full from end-to-end of stationary cars queuing for the traffic lights and air quality has been measured as being poor. The vast majority of the potential development proposed in the Plan is concentrated overwhelmingly on one side of the valley. This uneven concentration of the potential development greatly exacerbates these issues. No consideration has been given as to where expansion of the required social infrastructure would be</p>

	situated e.g. where would the new schools, which would definitely be needed, be situated?
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO9746
<b>Full Name</b>	Aly MacLean
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG’s responses under our names.</b></p> <p><b>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.</li> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can</li> </ul>



	<p>only be negative regardless of size and the larger the development the greater the negative effect.</p> <ul style="list-style-type: none"> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO9793
<b>Full Name</b>	Mr Paul Wardle
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG’s responses under our names.</b></p> <p><b>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>...</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’</li> </ul>

negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.

- Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.
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- The cumulative effects of developments have not been assessed thus undermining any conclusions made.
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO9969
<b>Full Name</b>	mr Kevin Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

Your response - Please add your response here

**The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.**

**However, I would like to take this opportunity emphasize just a few of the most important points within that response.**

Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.
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  - We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand

	<p>Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</p> <ul style="list-style-type: none"> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made. <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10017
<b>Full Name</b>	Jill Mewha
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG</li> </ul>

	<p>does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections. <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made. <ul style="list-style-type: none"> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	

Number	Question 1
ID	LPIO10086
Full Name	Melanie Frankel
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10133
<b>Full Name</b>	Natalie Crane
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p>

**BRAG response to Question 1 (please note full document is attached to Q46)**

- This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned
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- The cumulative effects of developments have not been assessed thus undermining any conclusions

**Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated**

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10190
<b>Full Name</b>	Mr Tim Beeby
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	



Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned       <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous       <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council,</li> </ul> </li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1010238
<b>Full Name</b>	John and Jane Beeley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could</li> </ul>

	<p>have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10287
<b>Full Name</b>	Kathleen Lally
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I am writing in response to the latest plan for housing development in Berkhamsted, most of which suggests

an excessive and impractical number of new houses. I have read your Local Plan 2017 and I have read the reply of Berkhamsted Residents' Action Group (BRAG) and agree that Option 1B is the only option acceptable.

I agree entirely with the BRAG response to your plan.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned
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Include files	
Number	Question 1
ID	LPIO10335
Full Name	J&P Savage
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Secondly, the Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this email as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p><b>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</b></p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10402
<b>Full Name</b>	Mr Daniel Parry
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can</p>

only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned
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**Include files**

**Number**

Question 1

<b>ID</b>	LPIO10451
<b>Full Name</b>	David Burbidge
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, <b><u>I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name</u></b></p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> </ul>



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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10501
<b>Full Name</b>	Mr Stephen Doughty
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</p> <p>I would however like to make a few specific comments.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in</li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10549
<b>Full Name</b>	Mr Roger Petts
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Berkhamsted Residents Action Group (BRAG) have responded in full to the ‘Issues & Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as

confirmation that I wish DBC to duplicate BRAG's responses under my name.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned
  - Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous
  - We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

**Include files**

**Number**

Question 1

**ID**

LPIO10596

<b>Full Name</b>	Simon Chilton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these</li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10646
<b>Full Name</b>	Sally and David Williams
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please register as support for BRAG's submission.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>Development on Green Belt cannot offer any net “environmental enhancements”, the net</li> </ul> </li> </ul>

	<p>effect can only be negative regardless of size and the larger the development the greater the negative</p> <ul style="list-style-type: none"> <li>Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10694
<b>Full Name</b>	Mrs Jenny Jenkins
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</p> <p>However, I would like to emphasise a few of the most important points within that response that I strongly agree with:</p> <p>The assessments of individual sites lack any 'real' analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can</p>

only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned
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  - We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10742
<b>Full Name</b>	Taylor Wimpy Strategic Land

<b>Company / Organisation</b>	Taylor Wimpy Strategic Land
<b>Position</b>	C/O Pegasus Group
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The assessment of sites in Bovingdon is generally supported and considered accurate. It is noted that land at Homefield (Bov-H2) is the joint strongest performer against the assessment criteria, jointly with land at Duckhall Farm (Bov-H4). However, the Sustainability Appraisal does not take Green Belt considerations into account, nor does it take into account the specific proposals for each site or the deliverability of development. In this context, land at Homefield emerges as an eminent candidate for allocation in Bovingdon, as set out within our Site Promoter Document.</p> <p>The assessment of sites in Berkhamsted suggests there are inconsistencies in the assessment of some criteria. For example, site Be-H1 receives a score of 0/0 in respect of ecology since that site proposes ecological enhancements. Land at Darrs Lane and Bell Lane (site Be-H4) receives a 0 on this criterion, yet it presents a significant opportunity to secure net gains in biodiversity, strengthening the existing Green Infrastructure. In this context, we consider the site should receive a 0 for this criterion.</p> <p>Furthermore, work is being undertaken in respect of heritage interest on the site; this is expected to be incorporated into the masterplan for the site meaning that heritage impacts can be mitigated and a neutral score of – can be given.</p> <p>The SA assessment indicates that Be-H4 is one of the stronger performing sites in Berkhamsted and although we acknowledge the site is subject to certain constraints there is the clear opportunity to secure positive outcomes at the site for a range of different issues. This is reflected in the site jointly scoring the second-highest number of 0 scores – six in total. The only site which scores more 0s is constrained by flooding issues.</p> <p>For full response please see question 46.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10770
<b>Full Name</b>	Mrs J Marshall
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	



<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10786
<b>Full Name</b>	Grant Imlah
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Moreover i am aware that The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our name.</p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10839
<b>Full Name</b>	Sheila Dawkins
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have studied the above plan, accessed the BRAG website, and attended the Berkhamsted Citizens Association Visioning Evening on 15 November and the Berkhamsted Town Council presentation on 22 November.</p> <p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the</p>

specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

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  - We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10888
<b>Full Name</b>	Jean Thomas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The planning exercise is flawed. It considers options for growth which are far in excess of what has been suggested by Government. It pays lip service to the infrastructure requirements to support development and in that respect is not a viable plan at all. It is heavily influenced by sites available from developers and other interested parties and to that extent is unfairly biased towards those sites. In my view it introduces a 'conflict of interest' between developers and planners. How can Planners take an independent view in this situation.</p> <p>The plan concentrates on housing requirements but needs to include the development of essential infrastructure such as schools, shops, transport and utilities. The plan needs to include the development of industry and employment opportunities to support the housing being proposed. It is not sensible to plan for housing in areas where there are limited employment opportunities.</p> <p>The plan also disregards the development of new homes through planning for larger scale developments together with the supporting infrastructure such as schools, shops etc. This option has previously disregarded by the Council as there being "limited opportunities" for stand alone new settlements. However I feel that Hemel Hempstead could be developed with modular new communities as an extension to the principals of the original new town plans. This type approach can be seen in Milton Keynes for example. Hemel Hempstead has all the infrastructure necessary to support such development and possibly the legal framework under the original New Towns Act.</p> <p>The overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are weak and lack any real analysis of the impact they may have on the specific area in which they are situated.</p> <p>The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p>
<b>Include files</b>	
<b>Number</b>	Question 1

<b>ID</b>	LPIO10935
<b>Full Name</b>	Christopher Stafford
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored.</p> <p>Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned</li> </ul>

	<ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO10987
<b>Full Name</b>	Mrs Patti Whittle
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small</p>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11034
<b>Full Name</b>	J M Thomas

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The planning exercise is flawed. It considers options for growth which are far in excess of what has been suggested by Government. It pays lip service to the infrastructure requirements to support development and in that respect is not a viable plan at all. It is heavily influenced by sites available from developers and other interested parties and to that extent is unfairly biased towards those sites. In my view it introduces a 'conflict of interest' between developers and planners. How can Planners take an independent view in this situation.</p> <p>The plan concentrates on housing requirements but needs to include the development of essential infrastructure such as schools, shops, transport and utilities. The plan needs to include the development of industry and employment opportunities to support the housing being proposed. It is not sensible to plan for housing in areas where there are limited employment opportunities.</p> <p>The plan also disregards the development of new homes through planning for larger scale developments together with the supporting infrastructure such as schools, shops etc. This option has previously been disregarded by the Council as there being "limited opportunities" for stand alone new settlements. However I feel that Hemel Hempstead could be developed with modular new communities as an extension to the principals of the original new town plans. This type approach can be seen in Milton Keynes for example. Hemel Hempstead has all the infrastructure necessary to support such development and possibly the legal framework under the original New Towns Act.</p> <p>The overall work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are weak and lack any real analysis of the impact they may have on the specific area in which they are situated.</p> <p>The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11089
<b>Full Name</b>	Denis Maclure
<b>Company / Organisation</b>	
<b>Position</b>	



Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	They are based on a robotic approach that takes strings of small sites and treats them individually, finding a series of 'negative but insignificant' impacts – obscuring the fact that the cumulative impact is significant. This distortion is particularly severe in Berkhamsted. The same miopic approach applies to larger sites too.
Include files	
Number	Question 1
ID	LPIO11115
Full Name	Cally Emmas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.</li> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</li> <li>• We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that</li> </ul>

	<p>expansion counting towards Dacorum's numbers (see Q2)</p> <ul style="list-style-type: none"> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11162
<b>Full Name</b>	Mr Neil Aitchison
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Issues and Options have not been thoroughly examined with regard to capacity, sustainability or proper analysis. They are a paste-up of the Call for Sites without the authority having any overarching strategy.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11208
<b>Full Name</b>	Jon Rollit
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt</p>

cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned
  - Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous
  - We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11259

<b>Full Name</b>	Kate Locke
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>In addition I would reiterate the extensive points made in the BRAG response to the 'Issues &amp; Options' consultation. I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. The Berkhamsted Residents Action Group (BRAG) has responded in full.</p> <p>In addition, I like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these</li> </ul>

	<p>developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous</p> <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11318
<b>Full Name</b>	David Greenwood
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Consideration should first be given to where housing is required instead of, what appears to be, plans driven by what land owners have offered to the Council for housing.</p> <p>In addition, although brownfield sites are prioritised, only plan for greenfield sites are presented. The SAWN doesn’t address this inadequacy.</p> <p>Specifically for Bovingdon the plans are clearly unsustainable without a new school, additional GPs, major road improvements to an already congested high street, dedicated parking, enhanced bus services. The environmental impact cannot be ignored for even the most minimal expansion of housing, as the pollution, both noise and emissions, and traffic jams in the high street and in Box Lane (B4505) can only be magnified.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11347
<b>Full Name</b>	Ms Lorraine Gilmore
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>BRAG has responded in full to the 'Issues &amp; Options' consultation. To avoid repetition of the extensive points made in the BRAG response, I request you accept this email as confirmation that I wish Dacorum Borough Council (DBC) to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasise some of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desktop, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new</li> </ul>

	<p>settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous</p> <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1011396
<b>Full Name</b>	Conian
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am writing in response to the current consultation to register my views on the proposals.</p> <p>As the Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation and to avoid repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response, to add some of my own comments.</p> <p>NO</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p>

**BRAG response to Question 1 (please note full document is attached to Q46)**

*Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned
  - Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative
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  - We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11475
<b>Full Name</b>	Mr Alan Ledger
<b>Company / Organisation</b>	
<b>Position</b>	



<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I do not agree with any further encroachment onto the Green Belt around Berkhamsted. We have already had significant housing development and since there is no easy access to the town centre for the sites proposed the new developments will provide little or no benefit to our community.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11507
<b>Full Name</b>	Ms Eliza Hermann
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Sustainability Appraisal is flawed because - <ul style="list-style-type: none"> <li>• it looks at the impact of each proposed development site in isolation, rather than the cumulative and aggregate impact of development on multiple sites;</li> <li>• it ignores the impact of development already completed and committed in the approved 2006-2031 Core Strategy;</li> <li>• it ignores the impact of windfall development that has occurred over the same time period;</li> <li>• it doesn't mention nor assess the impact of the 82.2 hectares of land that have recently been removed from Dacorum's Green Belt for development via the 6 Local Allocations approved in the Core Strategy; and</li> <li>• for Berkhamsted in particular, it ignores the impact of the circa 600 homes built since 2006, alongside of which there has been little improvement in infrastructure.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11584
<b>Full Name</b>	Janet and James Honour
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our names.</p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned       <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous       <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council,</li> </ul> </li> </ul>

	<p>specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</p> <ul style="list-style-type: none"> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11740
<b>Full Name</b>	Edmund Hoblely
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity to emphasize just a few of the most important points within that response below.</b></p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>Brag Response to question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in</li> </ul>

	<p>the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections. <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made <ul style="list-style-type: none"> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11788
<b>Full Name</b>	Mr Michael Demidecki
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I would comment as follows regarding <u>SITE Tr-h1 (land to the north of Station Road)</u>

SITE Tr-h2 (land west of Marshcroft Lane), and  
SITE Tr-h3 (Land at Icknield Way/ Grove Road (New Mill))

My comments address both the Issues and Options Consultation Local Plan to 2036, November 2017, and the Issues and Options Consultation Sustainability Appraisal Working Note, October 2017. Reference is also made to Dacorum's Schedule of Site Appraisals (for Large Greenfield Sites), October 2017 Draft and to the Site Appraisals SA Working Note, October 2017.

**Habitat Regulations Assessment**

The above sites lie within the green belt, and all, especially site Tr-h1, lie close to the Chilterns Beechwoods Special Area of Conservation and may (as suggested at page 75 of Dacorum's Schedule of Site Appraisals (for large Greenfield sites) October 2017 draft) require a Habitat Regulations Assessment (Appropriate Assessment) screening. Such a screening is of course the first of the four stage process to the Habitats Regulations Assessment. I believe such screening should take place and that both formal and informal consultation with the statutory nature conservation organisations should be undertaken. It is with considerable concern to note (also at page 75 of the Dacorum's Schedule of Site Appraisals) that it is suggested that the development proposed for Tr-h1 "could be further extended to adjoining land via Tr-h2 and Tr-h3 in a northerly direction to create a neighbourhood scale urban extension". It is, moreover, suggested that transport links could be improved "through the creation of a new Tring north-east distributor road (connecting Station Road/ Marshcroft Lane/ Bulbourne Road)". All of this would increase increase pollution, adversely affect the amenity of this delightful area, and could lead to increased global warming which alone would be likely to impinge on the Chiltern Beechwoods Special Area of Conservation. It is important too to maintain the ecological links associated with the River Bulbourne/ Grand Union Canal system. The proposals for sites Tr-h1 and Tr-h2 will result in building on both sides of Marshcroft Lane and could, as mentioned, lead to a new Tring north-east distributor road, cutting directly through it. All of this should justify Habitat Regulations Assessment (Appropriate Assessment) screening.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11789
<b>Full Name</b>	Mr Michael Demidecki
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>I now consider the following specific Sustainability Appraisal Objectives:</p> <p><b><u>Health and wellbeing</u></b></p> <p>Marshcroft Lane was originally part of the Pendley Estate and at the moment is a quiet country lane leading down to the Grand Union Canal. Along the north eastern part, after the houses end, the lane is of single track width, leading down to the picturesque Marshcroft Bridge which crosses the Grand Union Canal, and on each side there is a mature hedge separating the lane, its verges and ditches from the adjoining fields. The lane is a much valued amenity locally. It is used by dog walkers, horse riders, ramblers, joggers, cyclists, naturalists, and families who like to stroll down the lane with their children and to have fun with sledges during periods of snow cover in the winter.</p> <p><b><u>Landscape and Biodiversity</u></b></p> <p>The hedges alongside Marshcroft Lane are old and of importance in their own right for their trees and shrubs, and for the wildlife they support. The following woody plants are to be found there: sycamore, elm, elder, blackthorn, field maple, ash, hazel, Norway maple, rose, holly, hawthorn, cherry plum, plum, spindle and dogwood (15 species in all). A count of woody plants along one 30 metre stretch alone has revealed six woody plants species, making the hedge according to Hooper's hedgerow hypothesis some 600 years old.</p> <p>Many bird species make use of these hedges.</p> <p><u>On 16.04.2017</u> the dawn chorus of birds to be heard along Marshcroft Lane (south west of the canal) was as follows:</p> <p>5.05am Canada geese  5.07am pheasant  5.09am wood pigeon  5.05am skylark  5.16am robin  5.165am blackcap  5.18am tawny owl  5.19am blackbird  5.20am mistle thrush  5.25am wren  5.30am blackcap  5.33am great tit  5.35am chiff chaff  5.38am coal tit  5.42am magpie  5.43am house sparrow,  5.44asm collared dove</p> <p><u>On 11.05.2017</u> , at a time when cow parsley was in flower, making both sides of Marshcroft Lane particularly attractive, there were in the evening</p>

	<p>4 blackcaps singing, 2 wrens singing, 3 chaffinches singing, 1 chiff chaff singing, 2 robins singing, 1 song thrush singing, and 3 blackbirds singing and to seen.</p> <p><u>On 07.12.2017</u> a walk down Marshcroft Lane (north eastwards as far as the canal) revealed the following birds making use of the hedges: goldfinches, chaffinches, green finch, fieldfare, redwings, wren, starling, robin, blackbird, great spotted woodpecker, great tit, blue tit, and a thrush.</p> <p>Building on both sides of Marshcroft Lane will have severe consequences for this special environment, and may as mentioned adversely impact the Chiltern Beechwoods Special Area of Conservation.</p> <p><b>Soils</b></p> <p>It is noted (in the Site Appraisals SA Working Note October 2017) that in the case of sites Tr-h1 and Tr-h2 the land is classified as grade 2 agricultural land, i.e. land of very good quality. Therefore to develop such land in any event would not be making efficient use of the land and protecting the soil.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11853
<b>Full Name</b>	Councillor Alan Anderson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The sustainability considerations have failed to acknowledge the much lower sustainability of the distribution C options/spreading the development away from the Borough's towns.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11875
<b>Full Name</b>	David and Katie Hannah
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>I would like to stress in the strongest terms that I believe that the Local Plan document has failed to address all the required information during the sustainability appraisal process and has therefore produced an incorrect assumption with regard to Be-H3 which focusses too much on developer needs rather than what is right for the long term protection of the greenbelt of this community. In addition, it fails to address the significant mismatch between proposed housing development and the already apparent and stressful underinvestment in key infrastructure in Berkhamsted, without which frankly, no further development of any kind should be considered.</p> <p>I strongly believe that this DBC Local Plan fails to give due consideration to alternate targets or methods that would result in far less disruption to Berkhamsted's current Greenbelt. Please do what you can to protect them and our town.</p>
Include files	
Number	Question 1
ID	LPIO11876
Full Name	David and Katie Hannah
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b><u>Question 1</u></b> Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</p> <p><b>No.</b> Whilst accepting that the theoretical elements of the SA are correct and comprehensive I do not believe that they have been applied correctly in all instances – particularly in the case of Be-H3– Land at Ivy House Lane:</p> <p><b>SA Objective</b> <b>TRL Review</b></p> <p><b>Challenge</b></p> <p>SA2 Water No predicted effect</p>



- 
- There is no recognition or analysis of the fact that the central section of the site is a steep-sided dry river valley prone to flooding that would require significant remedial work to manage.
- No analysis has been undertaken to explain how the site will operate within the existing and planned future capacities for water supply and wastewater treatment. Both of these elements are currently stressed in this area - a total lack of recognition of that in this report suggests an incomplete and superficial review has been undertaken.
  - o No account of the existing and future capacity of sewerage network has been taken into account in this analysis - Hunters Park currently experiences sewer blockages requiring Thames Water action on average every 6 months
  - o Awaiting a site visit by Thames Water Chief Engineer for Herts to advise on next actions
  - o Water supply in the Gravel Path area is severely stressed. Water supply has been cut due to low pressure on multiple occasions in 2017 and the road itself has been shut for repairs due to leaks on at least 3 occasions this year.

x

#### SA4 Climate Change

The site is located at a distance from the town centre which would discourage walking and cycling. Its location on a valley side would also make walking and cycling difficult. The site has poor accessibility to local facilities, especially primary schools. This could all mean that the use of the car would increase, giving an increase in greenhouse gas emissions. **Buses do however run**

**within 300m of the site which would enable the use of public transport and the railway station is relatively close to the site**

x

· On many occasions the nearby bus route is mentioned as a positive mitigating factor - offsetting the clear issues relating to this steep, isolated and unsustainable location. This facility is extremely limited – 2 return buses a day – and would have little to no impact on car usage with all the negative impacts thereof.

· Railway access. Define 'relatively close'? The shortest available route due to lack of adjacent access through Meadway or Hunters Park is 2.04km down Ivy House Lane to the rear exit to Meadway then down Gravel Path, involving stretches with no pavement and steep inclines. Again, this is likely to have limited impact on car usage.

xx

#### SA5 Air quality

The site is located at a distance from the town centre which would discourage walking and cycling. Its location on a valley side would also make walking and cycling difficult. The site has poor accessibility to local facilities, especially primary schools. **This could all mean that the use of the car would increase** and there could therefore be adverse effects on air quality from vehicle emissions. **Buses do however run within 300m of the site which would enable the use of public transport.** Additional traffic created by the development could add to existing problems in the AQMA at Northchurch.

x

As above. The site is isolated and a significant distance from the station. Car usage will be significant with all the knock on effects for already stressed infrastructure and air quality.

xx

SA6 Soils

This site is greenfield land, and development would result in soil sealing.

x

This site is not merely greenfield land but the proposal fails to safeguard high quality and productive arable land that has been consistently farmed for 40 years.

x

SA10 Health & Wellbeing

**Although the site is located within 1km from the railway station and 1.25km from the town centre** its location on a valley side may discourage residents from walking and cycling. It is proposed that the development would provide **new local play space which would have benefits for both the new and existing population of the local area.**

ü/x

· Untrue. The station is only 1km away as the crow flies which has no bearing on true accessibility. As above, the shortest route given the only available access would be 2.04km along steep and in some areas un-paved roads. The effort required to cycle or walk this is unrealistic and prohibitive to any health benefits assumed here.

· Play space. As above – the isolated nature of the site will mean that any facilities, should they survive future planning feasibility assessments, will only be accessible to the new population of the site and will have no benefit to the wider community.

· The proposal leans heavily on encouraging cycle use to offset its poor accessibility. In addition to distance / roads above it is worth flagging Hertfordshire County Council's 2013 Bikeability Audit Report on Berkhamsted which stated: "Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile".

I cannot see how there are deemed to be any positive effects of this proposal on Health and Wellbeing.

-

#### SA12 Community Cohesion

The site is at a distance from the town centre services and facilities. The site has poor accessibility to local facilities, especially primary schools. **By providing additional housing and contributions towards wider infrastructure improvements for the town, development at this site could help to maintain community vibrancy and vitality.**

ü/x

As outlined, the site has poor accessibility and will provide no additional facilities to offset its construction, bar impractical 'cycle and footpaths' which as outlined above are unlikely to be used given the unforgiving topography. As standard, the developer has stated they are willing to contribute through CILs to infrastructure upgrades to the town – but current development practice already shows that these are extremely limited and having no impact on the current significant infrastructure stresses being felt on a daily basis by Berkhamsted residents. This is especially true given that there is likely going to need to be heavy investment in upgrading Ivy House Lane to make it fit for large scale vehicle use if this proposal goes ahead – since no vehicular access is possible through Meadway or Hunters Park, due to Private roads and resident resistance respectively.

ü/x

	<p>SA13 Housing</p> <p>Development of this site would provide new housing (c.125 homes), including the potential to deliver 40% affordable housing</p> <p>ü</p> <p>The land, like all in that area, is subject to covenants restricting development to detached houses on 1/3 of an acre plots. As a result, the 'additional housing' is far more limited than proposed and unlikely to support the intended affordable housing, diversity and 'vibrancy' needed. There will be no affordable houses possible in this case and the reality is this, if approved, would be an isolated, car-dependent enclave of c.40 exclusive high end (£1.3m+) properties. This goes nowhere towards supporting the SA13 aims of securing affordable homes.</p> <p>-</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11890
<b>Full Name</b>	Janet Mason
<b>Company / Organisation</b>	Berkhamsted Town Council
<b>Position</b>	Town Clerk
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</p> <p>Any new facilities within larger edge-of-town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the market towns. This is a fact that DBC stressed at the previous Examination.</p> <p>The cumulative effects of developments have not been assessed. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b></p>

	neighbouring area on sustainability which should be assessed and catered for.  Berkhamsted has the most “negative but not significant” sites many of which are in close proximity to one another and to ongoing and planned developments.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO11937
<b>Full Name</b>	Dee Sells
<b>Company / Organisation</b>	Markyate Parish Council
<b>Position</b>	Parish Clerk/ RFO
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>No</b></p> <p><i>Markyate Parish Council replied to the earlier Background to the Sustainability Appraisal/Strategic Environment Assessment earlier in the year, but our response seems to have been missed out. Our concern is with the two assessment sites in Markyate</i></p> <p><b>My-h1</b> <i>This is in or running off into the valued chalk stream, the river Ver. Flow is likely to increase when the planned pumping from the source at the Lynch, Kensworth occurs. The water meadows of the Ver between Markyate and St Albans is supposed to be protected. It is far too far from the village centre-extending the ribbon development that is not desired – and will create an isolated housing development attractive for commuting from the village using the large variety of routes by car. The open country and local walks are there now , it does not need more housing to make them available – quite the reverse. Access to the village facilities is not good, the bus service is very infrequent and only goes one way now to ease congestion in the village, which has become a giant car park. Not only do the new houses already built under current Local Plan have insufficient parking, the village is used for car sharers to meet and leave cars for the day and holidaymakers going to Luton airport park for free for one or two weeks, using taxis for the last part of their journey. Jobs were driven from the village by the Hicks Road development, new houses here would just suit commuters. Affordable housing for local people would not be practical as the occupants would find little local work and are cut off by the distance from the centre.</i></p> <p><b>My-h2</b> <i>Save from the location on a hill on the outskirts of the village, as opposed to the Ver flood plain on the outskirts of the village, the arguments above apply. Large properties on large plots would probably be popular, certainly affordable housing occupants would be isolated, particularly if they could not afford a car, and if they could</i></p>

	<p>it would only add to the congestion through the village and be another car with no parking available in the village centre.</p> <p><b>What needs to be amended.</b> Markyate has already had to absorb its full share of development from the current local plan. One look in the evening would demonstrate what a detrimental effect the huge influx of cars has had – a giant car park, with parking in the many narrow roads like George Street making Emergency Access almost if not completely impossible. In Hicks Road, cars are parked all the way along the front of the new Square and under the upper parts of the building completely on the footway – where the still non-existent new surgery was to be located.</p> <p>Markyate does not have an adequate bus service for any worker to depend on it to go to work. The job opportunities within the village are very few. Building for commuters needs to be near to a transport hub – railway station, tube station or even a centre with a frequent bus service which will permit the commuter to make the ongoing journey to and from work.</p> <p>Having committed to preserving the Green Belt and protecting the AONB, both these development sites fail.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12037
<b>Full Name</b>	David Wilyman
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p>

Standard BRAG response to Question 1. Please note full document is attached to Question 46

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned
  - Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous
  - We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12091
<b>Full Name</b>	Colin Blundel
<b>Company / Organisation</b>	Chiltern Society
<b>Position</b>	Planning Officer



<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Chiltern Society is a charitable body with 7000 members. We campaign for the conservation and enhancement of the Chilterns National Character Area, which includes the Chilterns Area of Outstanding Natural Beauty (AONB) and part of the London Green Belt. Our role in the planning system is co-ordinated through a network of voluntary planning field officers and co-ordinators.</p> <p>Our main concern with the Sustainability Appraisal is that the SA Objectives do not sufficiently recognise the presence of the Green Belt designation across a large part of the Borough. As the SA goes forward into further stages of the Plan, we would like to see an additional objective assessing impacts on the openness and permanence of the Green Belt. Whilst the Green Belt is mentioned in the SA in relation to its impact on the setting of the AONB, we do not consider that to be sufficient.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12127
<b>Full Name</b>	Ray Dann
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response:-</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p>Standard BRAG response to Question 1. Please note full document is attached to Q46.</p>

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned
  - Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous
  - We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12193
<b>Full Name</b>	Douglas & Christina Billington
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect. Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments. <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these</li> </ul>

	<p>developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</p> <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made. <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12272
<b>Full Name</b>	Richard Frankel
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored.</p> <p>Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p>

Standard BRAG response to Question 1. Please note full document is attached to Question 46.

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned
  - Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing
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  - We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12323
<b>Full Name</b>	ms rona morris
<b>Company / Organisation</b>	
<b>Position</b>	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I cannot see how any development of Green Belt can deliver any net environmental enhancements. The screening of individual options fails too take any account of the cumulative impact on the area in question.
Include files	
Number	Question 1
ID	LPIO12329
Full Name	Mr Brian Kazer
Company / Organisation	Tring in Transition
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<b>Local Plan Nov 2017 Comments to DBC from Tring in Transition</b> <b>Yes.</b> The Schedule of Site Appraisals SA Working Note Oct 2017, "flags" site Tr-h4 as problematic. This site should be removed from the Local Plan because it is inside the CAONB
Include files	
Number	Question 1
ID	LPIO12416
Full Name	Judy Halden
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.  The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites

is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

Standard BRAG response to Question 1. Please note full document is attached to Question 46.

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned
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- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous
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- The cumulative effects of developments have not been assessed thus undermining any conclusions
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12464

Full Name	Meenakshi Jefferys
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored.</p> <p>Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments. <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> </ul>



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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12511
<b>Full Name</b>	Mrs Jane Barrett
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can</p>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12560
<b>Full Name</b>	mr paul healy

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments,</li> </ul>

	<p>especially around the Market Towns. This is a fact that DBC stressed at previous</p> <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12610
<b>Full Name</b>	Merrick Marshall
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasise just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant'</li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12659
<b>Full Name</b>	Monika & Casper Gibilaro
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

Your response - Please add your response here

**The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under our name**

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12707
<b>Full Name</b>	Lorna Ginn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Here are my comments on the new Local Plan</p> <p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that,</li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12756
<b>Full Name</b>	Mr Raymond Phipps
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I wish to comment as follows to the Strategic Options Consultations. In general I follow the comments made by BRAG.</b></p> <p>...</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p>



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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12803
<b>Full Name</b>	Ingrid Carola McKenna
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>In addition, I draw attention to some of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are simplistic and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and</li> </ul> </li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1012851
<b>Full Name</b>	Mr Stephen Lally
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Rather than repeat the BRAG response, with which I completely agree, I will highlight some key points that are important to me.</b></p> <p>...</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments. <ul style="list-style-type: none"> <li>Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections. <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made. <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12899
<b>Full Name</b>	Jon Whittle
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p>

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned
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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO12954
<b>Full Name</b>	Edward Keane
<b>Company / Organisation</b>	
<b>Position</b>	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments. <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments,</li> </ul>

	<p>especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</p> <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made. <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13003
<b>Full Name</b>	Bettina Deuse
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity to emphasize just a few of the most important points within that response below.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to question 1 below (full BRAG response see question 46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant'</li> </ul>

negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13056
<b>Full Name</b>	Mr Paul Tinworth
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No



<p>Your response - Please add your response here</p>	<p>I wish to express my full agreement with the response from the Berkhamsted Residents Action Group regarding Dacorum's Local Plan.</p> <p>...</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned development. <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections. <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> </ul> </li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made. <ul style="list-style-type: none"> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<p><b>Include files</b></p>	
<p><b>Number</b></p>	<p>Question 1</p>

<b>ID</b>	LPIO13104
<b>Full Name</b>	Hilary Dann
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response:-</b></p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments. <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> </ul>

	<ul style="list-style-type: none"> <li>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections. <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13208
<b>Full Name</b>	Mrs Suzanne Gray
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	Yes
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13253
<b>Full Name</b>	D. Phillips
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I fully concur with the comments attached from BRAG. The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options' consultation. To avoid fill repetition of the extensive points made in

the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.

However, I would like to take this opportunity emphasize just a few of the most important points within that response.

The exercise is flawed and overall the work by TRL has the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green belt sites is ignored. Development on Green Belt cannot offer any net 'environmental enhancements', the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

**No**

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments
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	<ul style="list-style-type: none"> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13310
<b>Full Name</b>	Mrs Diana Calderwood
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The site appraisals SA working note Oct 2017 on this site BE-H3 highlights poor accessibility to local facilities especially schools. The steep gradient of the site valley makes it less suitable for walking and cycling into town. The local play space it offers to provide, claims it is a benefit but surely the woodland and countryside immediately surrounding this area provides that already? Housing in that site would not be affordable to most.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13438
<b>Full Name</b>	Mrs Catherine Imber
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response</p> <p>Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p>

Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.

The TRL document states under Climatic Factors:

- Development can help to mitigate and adapt to the impacts of climate change, through sustainable design and construction and reducing the need to travel, particularly by car.
- Opportunity to decrease greenhouse gas emissions through reduced reliance on the private car

The proposed development sites in Berkhamsted to the north and south of the town will increase the use of cars dramatically. Public transport has been declining, and from experience, very few people walk up and down the hills to the town centre (we do it daily and meet very few people doing the same!). Similarly, very few people use a bicycle to access the town, and this is unlikely to change since the topography won't! This increase in the use of cars will result in worse air quality (which is already bad in the town centre) and exacerbate the parking problems

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

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  - We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and

	<p>exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</p> <ul style="list-style-type: none"> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1013486
<b>Full Name</b>	Deborah Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG</li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13541
<b>Full Name</b>	Mr Alan O'Neill
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p>



Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned
  - Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous
  - We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13594

<b>Full Name</b>	Sue O'Neill
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion</li> </ul> </li> </ul>

	<p>counting towards Dacorum's numbers (see Q2)</p> <ul style="list-style-type: none"> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13643
<b>Full Name</b>	Moira and David Lea
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Points to consider when releasing land for housing in Tring and district</p> <p>Water supply of drinking water and conservation of our unique environment.</p> <p>The abstraction of water from our already dwindling supplies could serious affect our natural habitat and would need serious review with regard to drinking water supplied for the whole town.</p> <p><a href="https://www.environmental.gov.uk/water/bones-for-sale-bad-offices">https://www.environmental.gov.uk/water/bones-for-sale-bad-offices</a>  <a href="http://www.bgs.ac.uk/research/groundwater/waterResources/frames/chak.html">http://www.bgs.ac.uk/research/groundwater/waterResources/frames/chak.html</a>  <a href="http://www.environmental.gov.uk/water/bones-for-sale-bad-offices">http://www.environmental.gov.uk/water/bones-for-sale-bad-offices</a>  <a href="https://www.gov.uk/government/publications/water-station-local-area-reports">https://www.gov.uk/government/publications/water-station-local-area-reports</a></p> <p>The TRL report for Dacorum recognises there are issues with water supplies and waste water disposal in contradiction to preserving the natural environment but also does not suggest workable solutions. (p10) TRL report.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13646
<b>Full Name</b>	Moira and David Lea
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<p><b>Your response - Please add your response here</b></p>	<p>Tring is an attractive market town closely adjoining a national area of outstanding natural beauty.</p> <p>Tring relies on tourism brought in by the attractive surrounding area, the AONB, the National Trust sites, the Ridgeway path, the lovely high street, Tring Park, Wendover Wood and the Rothschild connection.</p> <p>Tring has one road, the former road to London, as a main high street. The bypass was built to take vast amounts of traffic. The high street is becoming congested again, even with the bypass and when the bypass is closed for any reason, the traffic stretches from Watford through Hemel, Berkhamsted to Tring in one continuous line. If all this development were to go ahead another bypass on the Infield way through to the M1 would be required to ease traffic. Traffic is not a feature of an attractive market town.</p> <p>Page 8 of the Dacorum Document produced by TRL seems to not mention that we are adjacent to a National Area of Outstanding Beauty and that any views form there have to be taken in to consideration. It also itself in terms of preserving and protecting our environment by admitting Dacorum are above regional levels of pollution.</p> <p><a href="http://www.dacorum.gov.uk/development/development-control/development-control-2017/">http://www.dacorum.gov.uk/development/development-control/development-control-2017/</a></p> <p>Our postcode area is already 12% over the national average for development according to Dr Alasdair Rae from the Urban Studies and Planning Department at the University of Sheffield.</p>
<p><b>Include files</b></p>	
<p><b>Number</b></p>	<p>Question 1</p>
<p><b>ID</b></p>	<p>LPIO13654</p>
<p><b>Full Name</b></p>	<p>Moira and David Lea</p>
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Agent Name</b></p>	
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Your Opinion - Please state your opinion here</b></p>	<p>No</p>
<p><b>Your response - Please add your response here</b></p>	<p>The SA/SEA Objectives against which the options have been assessed are as follows: SA1. To protect, maintain and enhance biodiversity and geodiversity at all levels SA2. To protect, maintain and enhance water resources (including water quality and quantity) SA3. To reduce flood Risk SA4. Reduce greenhouse gas emissions and adapt to the effects of climate SA5. Achieve good air quality, especially in urban areas SA6. Make efficient use of land and protect soils SA7. To use natural resource, both finite and renewable, as efficiently as possible, and re-use finite resources or recycled alternatives wherever possible SA8. To identify, maintain and enhance the historic environmental and cultural assets SA9. To conserve and enhance landscape and townscape character and encourage local distinctiveness SA10. To improve the health and wellbeing of the local</p>

	<p>population SA11. To develop in sustainable locations SA12. To improve community cohesion through reducing inequalities, promoting social inclusion and reducing crime and fear of crime SA13. Ensure that everyone has access to good quality housing that meets their needs SA14. Achieve sustainable levels of prosperity and economic growth SA15. To ensure local residents have employment opportunities and access to training.</p> <p>From TRL report. All of these statements are laudable but the building of over 1,000 houses, not just in Tring but all over the borough and in the next county would seem to contradict everything.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13656
<b>Full Name</b>	Tim Uden
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a</li> </ul>

	<p>particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	

<b>Number</b>	Question 1
<b>ID</b>	LPIO13721
<b>Full Name</b>	Edward Hatley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request that you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. Furthermore, the cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13769
<b>Full Name</b>	Mr Roger Didham
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p>



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**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO13826
<b>Full Name</b>	Alex Dann
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response:-</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments,</li> </ul>

	<p>especially around the Market Towns. This is a fact that DBC stressed at previous</p> <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1013996
<b>Full Name</b>	Danny Jennings
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I would like to register our joint support of the opinions of Berkhamsted Town Council, Berkhamsted Residents Action Group and the Berkhamsted Citizens Association regarding Dacorum's Local Plan.</b></p> <p>...</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.</li> </ul>

	<ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections. <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made. <ul style="list-style-type: none"> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14045
<b>Full Name</b>	Mr John Goffey
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>In order to avoid duplication, we request that DBC consider this response as supportive of all the points raised by Berkhamsted Residents Action Group (BRAG) in their comprehensive response to the DBC <i>Issues and Options</i> document. We would, in addition, like to add the following points concerning Question 33 of the above document.</b></p> <p>...</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p>

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14093
<b>Full Name</b>	Sue Ellera
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored.</p> <p>Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments. <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</li> </ul>

	<ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made. <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14144
<b>Full Name</b>	Mr Richard White
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I disagree with the Dacorum Local Plan proposals for the reasons stated in the BRAG response</b></p> <p>...</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments. <ul style="list-style-type: none"> <li>Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size</li> </ul> </li> </ul>

	<p>and the larger the development the greater the negative effect.</p> <ul style="list-style-type: none"> <li>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made. <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14255
<b>Full Name</b>	Mr Richard Kellond
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I object to the proposed development on the Green Belt in around Kings Langley because:</p> <p>Shendish HH-H3 - flood risk indicated neutral is incomprehensible. If it rains for a few days, a small stream run down woodland side of Ricklers Lane. Removing soil and cutting the trees, replace it with concrete for the foundation will lose vital soak away and upset the water table, hence risk of flooding will increase in Rucklers Lane</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14285



<b>Full Name</b>	Ms Vicky Tattle
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these</li> </ul>

	<p>developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous</p> <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1014374
<b>Full Name</b>	Ray Tattle
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p>

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned
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- Increased population would only help support the existing local economy if growth is focused within easy access of the existing
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous
  - We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14422
<b>Full Name</b>	Giselle Okin
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

**Your response - Please add your response here**

The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues & Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned
  - Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative
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**Include files**

<b>Number</b>	Question 1
<b>ID</b>	LPIO14471
<b>Full Name</b>	Mr David Griffin
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><i>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</i></p> <p><i>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</i></p> <p><i>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</i></p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14671
<b>Full Name</b>	Ann Bunn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14748
<b>Full Name</b>	Ms Paula Farnham
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<b>The Berkhamsted Residents Action Group (BRAG) has (or will be) responded (ing) in full to the ‘Issues &amp; Options’ consultation. I could make similar</b>

**comments in response, but in order to make this simple, please accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.**

However, I would like to take this opportunity to emphasize just a few of the most important points within that response.

Q1. Having recently had insight into third party analysis undertaken on behalf of the Council for the Leisure Review, I am deeply concerned that this exercise is flawed and lacks the detail and reality needed to make the right decisions.

The assessments of individual sites lack depth and reality in terms of analysis of the impact they may have on the specific area in which they are situated. **Evidence of the failure to complete this thoroughly is seen from the new development on Shootersway. The new housing, combined with high levels of congestion on the High Street, which has created a 'highway' of Shootersway, what was a relatively quiet road and the knock on effect is for significantly increased traffic on all roads leading to Shootersway without any provision for pedestrians, traffic calming and overall infrastructure needs.**

The cumulative impact of development on several small Green Belt sites cannot be ignored as is the case currently. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.
  - Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.
- Any new facilities within larger edge of town expansions may be required for the new

	<p>settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</p> <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made. <ul style="list-style-type: none"> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14800
<b>Full Name</b>	Steve Baker
<b>Company / Organisation</b>	CPRE - The Hertfordshire Society
<b>Position</b>	Planning Manager
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>There are arguments put forward in the SA note that development in the Green Belt could offer benefits. An example of this (page 23 of the note) is where the scale of development in the Green Belt around the main settlements e.g. Hemel Hempstead, if sufficiently large, could “provide opportunities for the provision of Suitable Alternative Natural Greenspace (SANGs).”</p> <p>National guidance on taking land out of the Green Belt for development does not include balancing the costs and benefits. Current National Policy means applying NPPF paragraph 14. The new Local Plan will have to demonstrate that there are exceptional circumstances, in order to change Green Belt boundaries to accommodate new development and provide SANGs.</p> <p>We suggest that the retention of the Green Belt could have been included in the considerations of SA 11 Sustainable Locations in order to assess the impact of loss of green belt in the various options proposed. In this way, it would also have been possible to gain some</p>



	idea of the cumulative affect of the loss of Green Belt across the various options.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14819
<b>Full Name</b>	Bev Mckenna
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, please take this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</b></p> <p><b>In addition, I draw attention to some of the most important points within that response</b></p> <p>Q1. The exercise is flawed and overall the work by TRL appears to be largely a desk-top, tick box exercise. The assessments of individual sites are simplistic and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only an adverse one no matter the size of the development and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close</li> </ul>

	<p>proximity to one another and to ongoing as well as currently planned developments.</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections. <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made. <ul style="list-style-type: none"> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14866
<b>Full Name</b>	Mr Michael Curry
<b>Company / Organisation</b>	Tring Town Council
<b>Position</b>	Town Clerk
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14921
<b>Full Name</b>	Malcolm and Jill Allen
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our name.</p> <p>However, I/we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements" and some of the 'benefits' are almost dishonest. <b>For example building on Haslam Field cannot enhance bio-diversity, encourage wild life and encourage walking.</b> The net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative</li> </ul> </li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments,</li> </ul>

	<p>especially around the Market Towns. This is a fact that DBC stressed at previous</p> <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO14971
<b>Full Name</b>	Mr Clive Freestone
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p>

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned
  - Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous
  - We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions
  - Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15021
<b>Full Name</b>	Mr & Mrs D A Simmons
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

**Your response - Please add your response here**

The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options' consultation.

We request you accept this summary as confirmation that we wish DBC to duplicate BRAG's responses under our names.

We would like to take this opportunity to emphasize a few of the most important points within that response, ***in particular our response to Q25.***

The assessments of individual sites lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned
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- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous
  - We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)

	<ul style="list-style-type: none"> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15127
<b>Full Name</b>	Simon Foster Monique Bos
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Sustainability Appraisal working note provides an assessment of the relative sustainability of the seven distribution of growth options being considered by the Council. It is accepted that there will inevitably be a need for new housing in Dacorum over the Plan period. However, we have a fundamental concern with the way that the Council has sought to distribute the proposed housing growth across the Borough. It is not considered that that the Sustainability Appraisal provides justification for the Council's approach.</p> <p>Our concern relates to the amount of development proposed to be allocated to Tring, which is disproportionate to the size of the settlement (see table below). Tring has a population of around 11,730, whereas Berkhamsted is significantly larger, as it has a population of around 18,500. Berkhamsted has a much larger range of shops and services than Tring, and is better able to accommodate a higher proportion of the housing growth. However, half of the growth options being considered by the Council (2A, 2B, 3) propose a higher level of housing at Tring than at Berkhamsted, despite the fact that Tring is a much smaller settlement and is less able to cope with the additional homes. Two of the growth options (1C and 2C) propose around the same level of homes in both settlements, which is again unacceptable as Tring is far smaller and should not be allocated the same level of growth.</p> <p><b>Option</b>  <b>Berkhamsted</b>  <b>Tring</b>  <b>Difference</b>  Option 1A  900  300  - 600</p>

Option 1B

N/A

N/A

N/A

Option 1C

1,075

1000

- 75

Option 2A

1,175

1,600

**+ 425**

Option 2B

1,075

1,350

**+ 275**

Option 2C

1,075

1,000

- 75

Option 3

2,250

2,667

**+ 417**

*The amount of development proposed to be allocated to Tring is disproportionate to its size*

The following points are also relevant in respect of the suitability or otherwise for expansion of Tring:

- Traffic into Tring in rush hours at the start and end of week days and in the weekend is bad already and is often at standstill around the High Street generally is unsuitable for more vehicles as it is too narrow and already is blocked when buses have to pass there. More buses and cars would add to the existing congestion and highway safety problems that currently exist.
- Additionally the car parks in and around the Town and particularly on the High Street are over full already generally operating at capacity or over during the full times. There is nowhere apparent to expand these car parks.
- Within the Town there is already huge pressure and under capacity of GP's, dentists, and police with no opportunity to expand.
- The schools at the moment are already operating at capacity and so a significant increase in pupils would create more pressure.
- The Tring train station already can't handle the traffic at peak times and the car park is always full on week days by 9am, leaving parking chaos in the surrounding country lanes which are ill suited for parking or for expansion.



- There are no reasonable bus services and given the existing road problems of the High Street and surrounding areas, there is little opportunity to increase them
- Generally around Tring the roads are bad already at the level of traffic. Cow lane in particular is too narrow for all traffic and even more so when lined with cars for the sports facilities.
- Tring is a cherished and historic market Town in the heart of the Chilterns and we should want to keep the small market town character for residents and visitors alike.
- The Town does not need a giant Tesco and filling station – these two aspects of the Town work ok now even though very busy

The Sustainability Appraisal does not provide a robust assessment of whether the facilities available in Tring are sufficient to support the high level of housing growth proposed. This is a significant omission and means that the Sustainability Appraisal is of little use in deciding the distribution of growth in Dacorum.

Tring has already played more than its part in meeting the need for new homes. The Core Strategy/Site Allocations DPD allocates land at Icknield Way in Tring (LA5) for some 180 to 200 new homes, which will make a considerable contribution towards meeting the need for new homes in the settlement. The recent LA5 allocation at Tring is one of the largest in Dacorum, with only two larger allocations (LA1 and LA3) located in Hemel Hempstead, which is a considerably larger settlement and is much more able to accommodate with this level of growth. Furthermore, Dunsley Farm has previously been rejected by the Council as a proposed housing site.

The Sustainability Appraisal is also considered to be inadequate as it fails to provide any analysis of the benefits of allowing the smallest settlements in the Borough to grow, therefore, reducing pressure of housing on the larger settlements to accommodate growth. For example, five of the growth options proposed by the Council would not allocate any housing at all to the '*Rest of the Borough*', which comprises of the thriving settlements of Marsworth, Wiggington, Aldbury, Cow Roast, Chipperfield, and Flamstead. Only two growth options propose to allocate housing to the '*Rest of the Borough*', but only 155 houses in respect of Option 2C and 608 houses in respect of Option 3.

If the Council allocate sufficient housing to the many rural settlements in the '*Rest of the Borough*', this would reduce the level of housing that needs to be allocated in places such as Tring.

Finally, it is noted that the Sustainability Appraisal and the Council's consultation seek to deliver new housing through the allocation of a limited number of very large sites. The Council's consultation and the Sustainability Appraisal completely ignore the many smaller sites that have been put forward for development across the Borough, simply because of their small size. However, small sites can provide for future housing growth in a much more organic way, and are often the best way of

	delivering new housing growth. We question how decisions can be made in respect of the distribution of growth, if no analysis has been undertaken of the relative sustainability of the many small sites that have been put forward.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15248
<b>Full Name</b>	Caroline Manson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I would like to register my views on the current consultation regarding the proposed developments in Dacorum and in particular Berkhamsted, where I have been a resident for over 20 years.</p> <p>I am attaching the more detailed comments compiled by the Berkhamsted Residents Action Group, which I fully support.</p> <p>Thank you for your consideration of my views and I hope that you will make a decision which protects the current character of our beautiful Market Town.</p> <p><b>BRAG response to Question 1 please note full document is attached to Q46)</b></p> <p><b>Question 1: Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompany this Issues and Options document?</b></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close</li> </ul>

	<p>proximity to one another and to ongoing as well as currently planned developments.</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15300
<b>Full Name</b>	Mr Alan Conway
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has already responded to the Issues &amp; Options Consultation. I have studied their comments and confirm that I support the arguments put forward in their submission.</p> <p>Q1 The whole exercise is top-down and consequently fails to adequately address the realities of day to day living in Berkhamsted. There is no proper consideration of the fact that the town is situated in a valley which has to accommodate the west coast main rail link, the Grand Union Canal and a trunk road. North/south road links are very limited and add to the congestion in the town centre. The impact of Berkhamsted School (public) which occupies three sites in the town centre and whose pupils are largely not resident in the town and have to</p>

be bussed or brought by car daily is totally ignored. Given that a high proportion of women work, during the working day movement around the town is dominated by the very young and the elderly. For the latter use of a car is not a luxury it is essential. For most cycling is not a credible option, in spite of the desire by the authorities to promote this form of transport, the presence of steep hills limits cycling to a recreational activity undertaken by the young and active. Buses are virtually unknown in large areas of the town. The problems of parking are formidable and the problem is getting worse every year. The train station generates considerable additional activity and commuter parking continues to spread with cars being parked at ever increasing distances from the train station. On current trends one fears that an ever increasing proportion of the elderly will become isolated in their homes.

As stated in the submission made by BRAG the exercise is flawed and without a comprehensive and accurate base from which to proceed I consider that a successful outcome is unlikely.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments
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- We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that

	<p>expansion counting towards Dacorum's numbers (see Q2)</p> <ul style="list-style-type: none"> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15349
<b>Full Name</b>	Sue Wolstenholme
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I write in support of the submission made by the Berkhamsted Residents Action Group who have written and represented very clearly the views of many Berkhamsted Residents.</p> <p><b>Standard BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned <ul style="list-style-type: none"> <li>Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> </ul> </li> <li>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> </ul>

	<ul style="list-style-type: none"> <li>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> </ul> </li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made <ul style="list-style-type: none"> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul> </li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15401
<b>Full Name</b>	Paul de Hoest
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ol style="list-style-type: none"> <li>The sustainability objectives cited in the Sustainability Appraisal Working Note include protection, maintenance and enhancement of: biodiversity; water resources; soils; air quality; landscape &amp; townscape character and local distinctiveness; historic environment and cultural assets; health and well-being of the local population. It also cites that reduction of flood risk and reduction of climate change and greenhouse gas emissions as objectives.</li> <li>In its conclusions the report by TRL presents very little concern in any of these areas. It concludes unsurprisingly that the lowest growth option has least adverse impact and the highest growth option the greatest adverse impact .but concludes in almost all cases that negative effects are insignificant. This is simply not plausible – one cannot build between 14,000 and 25,000 new houses and not have a significant impact in all of these areas. It is not clear how these conclusions</li> </ol>

	<p>have been arrived at but clearly the more local once conducts the assessment the greater the adverse impact will be. (For example, more building in Hemel Hempstead has little impact in Tring).</p> <p>3 On the other hand, for the objectives of housing, economy and employment these are treated as positive impacts (although again mostly described as not significant).</p> <p>4 The summary matrix of impacts on page 21 of the TRL sustainability report contains 105 separate cells only 3 of which are described as unambiguously “significant” either positive or negative.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15411
<b>Full Name</b>	Nick Hanling
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation and I have attached their reponse which I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name. In summary, my view is that Berkhamsted cannot support a number of houses higher than that set out in the Core Strategy and it is already struggling to cope with the developments to date from that Strategy.</p> <p>I would like to take this opportunity emphasize some of the most important points within that response.</p> <p>The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on</li> </ul>

	<p>sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15459
<b>Full Name</b>	Sarah and Nigel Tester
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues & Options’ consultation and I have attached their response which I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name. In summary, my view is that Berkhamsted cannot support a number of houses higher than that set out in the Core Strategy and it is already struggling to cope with the developments to date from that Strategy.



I would like to take this opportunity emphasize some of the most important points within that response.

The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored.

Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

**No**

- This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments
- Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections
- We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions made
- Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments

	of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15515
<b>Full Name</b>	Miss Tanya Assarat
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept the attached document of this as confirmation and that I wish DBC to duplicate BRAG's responses under my name.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> </ul>

	<ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15597
<b>Full Name</b>	Melanie Llewellyn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am writing to support the submissions by The Berkhamsted Town Council, the Berkhamsted Residents Action Group and The Berkhamsted Citizens Association opposing further development in Berkhamsted.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>Development on Green Belt cannot offer any net "environmental enhancements", the net effect can</li> </ul>

	<p>only be negative regardless of size and the larger the development the greater the negative effect</p> <ul style="list-style-type: none"> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15631
<b>Full Name</b>	Mr James Honour
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have attended the presentation and have read the Berkhamsted Residents Action Group response to the questions posed.</p> <p>I can agree with all their extensive points and request that you accept this as confirmation i wish to duplicate their responses under my name.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of</li> </ul>

	<p>development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15736
<b>Full Name</b>	Mark Pawlett
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>Please see attached a report provided by the Grove Road Residents Association. I can confirm that I am a member and as such support this document.</b></p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p>

	<p><b>Question 1. Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15738
<b>Full Name</b>	Maria & Colin Sturges
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I believe the proposed Local Plan lacks vision and fails to keep the character of Dacorum. Less than 6 months ago (16th July) the previous 25 year plan was approved and that took 10 years in the making, and now we are being asked to approve a new plan having just agreed to an additional 500 houses in Tring. If the worst case scenario of the plan were to take place this would result in a 60% increase of the town of Tring. I have attached a report from a planning consultant with regards to the over-development of Tring. Tring has specific issues being a small market town...</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p><b>Question 1. Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</b></p>

	<p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15785
<b>Full Name</b>	David Kerrigan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I fully endorse the BRAG submission on this, which is worth pointing out as I have not answered some questions, and have bundled answers to others under what seems to be the most critical one – Question 40 eliciting support or otherwise for Option 1B.</p> <p>They are based on a robotic approach that takes strings of small sites and treats them individually, finding a series of ‘negative but insignificant’ impacts – obscuring the fact that the cumulative impact is significant. This distortion is particularly severe in Berkhamsted. The same myopic approach applies to larger sites too.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example,</li> </ul>

	<p>water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15853
<b>Full Name</b>	D B Land and Planning
<b>Company / Organisation</b>	D B Land and Planning
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>• In general, DBLP support the conclusions of the Sustainability Appraisal (SA) working notes as it provides sufficient consideration of the reasonable alternatives for accommodating development across the Borough. Specifically, SA objectives 11, 12 and 13 shows that the Council has given</li> </ul>



	<p>appropriate consideration to the issue of housing need and the impacts associated with it</p> <ul style="list-style-type: none"> <li>In terms of the initial results of the SA process, there has to be a recognition that it is simply not possible to locate all of the Borough's development needs adjacent to Hemel Hempstead and that there is a need to accommodate development in a series of locations across the Borough to meet the needs of individual settlements. DBLP support the conclusion on B-17 that a concentration strategy is not realistic (Option 1C). This should lend significant weight to the Plan going forward that there is a need to release Green Belt sites for development</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15899
<b>Full Name</b>	Mrs Sue Yeomans
<b>Company / Organisation</b>	Chilterns Countryside Group
<b>Position</b>	Chairman
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>2.xi. CCG does not find creation of Suitable Alternative Natural Greenspaces (SANGs) acceptable replications of an existing, naturally beautiful, green and tranquil open landscape. Wildlife corridors, habitats and important markers such as hedgerows which have established over time will disappear. The international monetary exchange rate is not in Britain's favour; it thus becomes even more essential to protect and support the nation's farmers in supplying our own food. Building over green landscapes and good quality farm land (such as that on the Eastern side of Tring) is short-sighted and ill-advised.</p> <p>2.xii. Both Berkhamsted and Tring have green spaces around the towns widely used for walking, cycling, riding, dog-walking, running and a good network of well-used public rights of way which provide access. Residents and visitors would lose what they already have free access to and instead be offered an artificial, man-made green space.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15903
<b>Full Name</b>	Mrs Sue Yeomans
<b>Company / Organisation</b>	Chilterns Countryside Group
<b>Position</b>	Chairman
<b>Agent Name</b>	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>1 <b><u>3. THE CHILTERNERS AREA OF OUTSTANDING NATURAL BEAUTY (AONB)</u></b></p> <p>3.i. Berkhamsted and Tring are set firmly within the Chilterns AONB with Green Belt acting as a soft edge and buffer between urban and natural environment. The Green Belt surrounding them is essential to the setting of the AONB and informs both the settlements themselves and the AONB. Green Belt and AONB are intrinsically interwoven, thus diminishing the Green Belt diminishes the AONB. In particular, the Green Belt on Tring 's Eastern edge affords public access to and outstanding views to/from the AONB which would be lost if any of the options for those sites were adopted.</p> <p>3.ii. As the Chilterns Conservation Board (CCB) is the statutory authority for the protection of the Chilterns AONB, its policies and position statements are highly relevant. The Board's paper: '<i>Development affecting the setting of the Chilterns Area of Outstanding Natural Beauty</i>' (ref. CCB website) is pertinent to this Consultation and the proposals therein.</p> <p>3.iii. Local authorities have statutory obligations set out in section 85 of the Countryside and Rights of Way Act 2000 '<i>to be mindful of both the possible positive and negative impacts of a development within the setting of the AONB on the natural beauty and special qualities of the AONB when determining planning applications. When significant impacts are likely the Board [Chilterns Conservation Board] would like its views sought.</i>' (ref. CCB paper point 13). Quite clearly with this Plan, DBC needs to fulfil those obligations.</p> <p>3.iv. It is the Group's considered view that insufficient weight and assessment has been given by the LP to those impacts and obligations. Assessment of the sites in the '<i>Sustainability Assessment Working Note</i>' December 2017 does acknowledge the AONB and cumulative effects such as increased traffic, air and noise pollution caused by potential expansion of London Luton and Heathrow airports. However, the CCG does not find the assessment outcome of these to be balanced in terms of negative/positive impact.</p> <p>3.v. The CCG does not accept DBC's assessment (<i>Working Note p35-9</i>) of landscape sensitivity for Tr-h1 (land at Station Road, Tring), Tr-h2 (land West of Marshcroft Lane, Tring), and Tr-h3 (land at Icknield Way/Grove Road, Tring) as being less than for Tr-h4 (land at Cow Lane, Tring). The proximity of all 4 sites to the AONB makes each significant in negative impact to the landscape should they be developed.</p> <p>3.vi. CCB's paper further states (<i>CCB point 14</i>): '<i>The setting of the Chilterns AONB does not have a geographical border. The location, scale, materials or design of a proposed development or land management activity will determine whether it affects the natural beauty and special qualities of the AONB. A very large development may have an impact even if some considerable distance from the AONB boundary.</i>'</p>

	<p>The scale of proposed options 2 and 3 for Tring and Berkhamsted would have great negative impact on the AONB and on the quality of life for residents and tourists in this part of the Chiltern Hills.</p> <p>3.vii. The CCB (<i>point 15</i>) gives examples of adverse impact upon the setting of the AONB. These include:</p> <ul style="list-style-type: none"> <li>• <i>Blocking or interference of views out of the AONB particularly from public viewpoints or rights of way</i></li> <li>• <i>Blocking or interference of views of the AONB from public viewpoints or rights of way outside the AONB</i></li> <li>• <i>The visual intrusion caused by the introduction of new transport corridors, in particular roads and railways</i></li> <li>• <i>Loss of tranquility through the introduction of lighting, noise or traffic movement</i></li> <li>• <i>Introduction of significant or abrupt changes to landscape character particularly where they are originally of a similar character to the AONB</i></li> <li>• <i>Change of use of land that is of sufficient scale to cause harm to landscape character</i></li> <li>• <i>Loss of biodiversity, particularly in connection with those habitats or species of importance to the AONB</i></li> <li>• <i>Loss of features of historic interest, particularly if these are contiguous with the AONB</i></li> <li>• <i>Reduction in public access and detrimental impacts on the character and appearance of rural roads and lanes</i></li> <li>• <i>Increase in air or water pollution.</i></li> </ul> <p>The CCG strongly supports the position of the CCB in its description of these. We find that all options within the LP which require release of Green Belt will, at least to some degree, cause these adverse impacts upon the AONB's setting, and thus the AONB itself.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15913
<b>Full Name</b>	Mrs Sue Yeomans
<b>Company / Organisation</b>	Chilterns Countryside Group
<b>Position</b>	Chairman
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>6.v. It is accepted as essential for health, well-being and quality of life that green, open spaces are incorporated into the built environment. We find and welcome creation of SANGs within the urban setting where they are most appropriate, rather than as replacement of existing high-quality green landscapes and publicly accessible countryside. Hemel Hempstead would benefit from these, whereas the smaller settlements of Berkhamsted and Tring would lose the</p>

	<p>quality of green countryside and access which they already enjoy.</p> <p>6.vi. The impact of development upon the setting of the Chilterns AONB would be minimised.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO15917
<b>Full Name</b>	James Pitt
<b>Company / Organisation</b>	Gleeson Developments Limited
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Sustainability Appraisal Working Note contains a very high level assessment of the broad differences between the 7 different Growth Options presented in the Issues and Options document. The report itself highlights its own limitations, noting for example in Section 5.1.3 that "... Undertaking the high level assessments on the multi-dimensional options means that there is a large amount of uncertainty relating to the prediction of the likely effects ..." and "...given the strategic nature of the assessment it was therefore difficult for the SA/SEA to differentiate the scoring provided between the sub-options ...".</p> <p>In many cases, individual conclusions from the report are subjective and arguable. For example, the report suggests that the higher levels of growth under Option 3 would have greater impact on landscape, but that is not necessarily the case, since it is not the scale of development per se that causes impact on landscape assets, but how development is accommodated. Similarly conclusions that higher scales of development cause greater traffic generation is not necessarily the case, since larger scale developments can offer opportunities for integrated transportation measures, such that in theory, the reverse effect could arise.</p> <p>The key issue therefore is not so much whether or not individual conclusions of the report are justified, because each individual conclusion is based on an assumed rather than demonstrable set of impacts, but whether or not at this level of assessment, the report should be providing conclusions at all.</p> <p>In essence, the analysis as presented in Table 2 of the report suggests that most options perform comparably against most SA objectives, with the only exception being an expectation that higher levels of development will generate greater impacts on soils and landscape, but at the same time offering greater potential to meet housing needs and economic objectives. Given the relatively little differentiation between the options, compared to the acknowledged high level of uncertainty over the ability</p>

	<p>of the assessment to make accurate findings, the main conclusion from the report should be that at this stage, there is insufficient differentiation between the options or certainty over the assessment for the report to make meaningful conclusions.</p> <p>This is not a criticism of the authors, or the Council, but is just a recognition that based on the analysis to date, there is insufficient evidence to draw any determinative findings, and as such, all of the options remain credible.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16043
<b>Full Name</b>	Dave Thomas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Please find the attached document describing issues and options that I and many other residents of Tring have addressed regarding housing development</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16097
<b>Full Name</b>	Helen and Aaron Talbot
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>We attach the report commissioned by Grove Fields Residents Association which we believe should be taken into consideration with regards to proposed plans for increased housing for Tring. We are a small town and the plans for huge new housing developments (some on Green Field sites) should be considered in the light of this.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16155
<b>Full Name</b>	Stuart Mcgrory
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Please find attached report which I fully endorse. There seems to be a complete lack of vision in the proposals and lack of concern about what it will do to the infrastructure of the town.</p>

	<p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16212
<b>Full Name</b>	Stuart Mears
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>I write in regards to your "Issues and Options Consultation Local Plan to 2036".</b></p> <p><b>I fully support the analysis and conclusions of the Issues and Options Response prepared by the Grove Fields Resident Association.</b></p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given</p>

	<p>the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16274
<b>Full Name</b>	Kitty Thomas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>please find the attached report written on mine and other residents request.</b></p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework1 which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16336
<b>Full Name</b>	Aaron Smith
<b>Company / Organisation</b>	



Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>I support GFRA responses see below.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
Include files	
Number	Question 1
ID	LPIO16382
Full Name	Ruth and Stephen Wright
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our name.</b></p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p>

Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

**No**

- This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments
- Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections
- We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions made
- Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16449
<b>Full Name</b>	Andrew Yeomans
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I endorse the attached reports from the Chiltern Countryside Group and the Grove Fields Residents Association, regarding the local plan consultation.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16506
<b>Full Name</b>	Andrew Yeomans
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

Your response - Please add your response here	<p><b>I endorse the attached reports from the Chiltern Countryside Group and the Grove Fields Residents Association, regarding the local plan consultation.</b></p> <p>...</p> <p><b>CCG response to question 1 full document attached to question 46</b></p> <p>2.xi. CCG does not find creation of Suitable Alternative Natural Greenspaces (SANGs) acceptable replications of an existing, naturally beautiful, green and tranquil open landscape. Wildlife corridors, habitats and important markers such as hedgerows which have established over time will disappear. The international monetary exchange rate is not in Britain's favour; it thus becomes even more essential to protect and support the nation's farmers in supplying our own food. Building over green landscapes and good quality farm land (such as that on the Eastern side of Tring) is short-sighted and ill-advised.</p> <p>2.xii. Both Berkhamsted and Tring have green spaces around the towns widely used for walking, cycling, riding, dog-walking, running and a good network of well-used public rights of way which provide access. Residents and visitors would lose what they already have free access to and instead be offered an artificial, man-made green space.</p> <p>6.v. It is accepted as essential for health, well-being and quality of life that green, open spaces are incorporated into the built environment. We find and welcome creation of SANGs within the urban setting where they are most appropriate, rather than as replacement of existing high-quality green landscapes and publicly accessible countryside. Hemel Hempstead would benefit from these, whereas the smaller settlements of Berkhamsted and Tring would lose the quality of green countryside and access which they already enjoy.</p> <p>6.vi. The impact of development upon the setting of the Chilterns AONB would be minimised.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16510
<b>Full Name</b>	Andrew Yeomans
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
Your response - Please add your response here	<p><b>I endorse the attached reports from the Chiltern Countryside Group and the Grove Fields Residents Association, regarding the local plan consultation.</b></p>

**CCG response to question 1 full document attached to question 46**

**1 3. THE CHILTERNs AREA OF OUTSTANDING NATURAL BEAUTY (AONB)**

3.i. Berkhamsted and Tring are set firmly within the Chilterns AONB with Green Belt acting as a soft edge and buffer between urban and natural environment. The Green Belt surrounding them is essential to the setting of the AONB and informs both the settlements themselves and the AONB. Green Belt and AONB are intrinsically interwoven, thus diminishing the Green Belt diminishes the AONB. In particular, the Green Belt on Tring 's Eastern edge affords public access to and outstanding views to/from the AONB which would be lost if any of the options for those sites were adopted.

3.ii. As the Chilterns Conservation Board (CCB) is the statutory authority for the protection of the Chilterns AONB, its policies and position statements are highly relevant. The Board's paper: '*Development affecting the setting of the Chilterns Area of Outstanding Natural Beauty*' (ref. CCB website) is pertinent to this Consultation and the proposals therein.

3.iii. Local authorities have statutory obligations set out in section 85 of the Countryside and Rights of Way Act 2000 '*to be mindful of both the possible positive and negative impacts of a development within the setting of the AONB on the natural beauty and special qualities of the AONB when determining planning applications. When significant impacts are likely the Board [Chilterns Conservation Board] would like its views sought.*' (ref. CCB paper point 13). Quite clearly with this Plan, DBC needs to fulfil those obligations.

3.iv. It is the Group's considered view that insufficient weight and assessment has been given by the LP to those impacts and obligations. Assessment of the sites in the '*Sustainability Assessment Working Note*' December 2017 does acknowledge the AONB and cumulative effects such as increased traffic, air and noise pollution caused by potential expansion of London Luton and Heathrow airports. However, the CCG does not find the assessment outcome of these to be balanced in terms of negative/positive impact.

3.v. The CCG does not accept DBC's assessment (*Working Note p35-9*) of landscape sensitivity for Tr-h1 (land at Station Road, Tring), Tr-h2 (land West of Marshcroft Lane, Tring), and Tr-h3 (land at Icknield Way/Grove Road, Tring) as being less than for Tr-h4 (land at Cow Lane, Tring). The proximity of all 4 sites to the AONB makes each significant in negative impact to the landscape should they be developed.

3.vi. CCB's paper further states (*CCB point 14*): '*The setting of the Chilterns AONB does not have a geographical border. The location, scale, materials or design of a proposed development or land management activity will determine whether it affects the natural beauty and special qualities of the AONB. A very large development may have an impact even if some considerable distance from the AONB boundary.*'

	<p>The scale of proposed options 2 and 3 for Tring and Berkhamsted would have great negative impact on the AONB and on the quality of life for residents and tourists in this part of the Chiltern Hills.</p> <p>3.vii. The CCB (<i>point 15</i>) gives examples of adverse impact upon the setting of the AONB. These include:</p> <ul style="list-style-type: none"> <li>• <i>Blocking or interference of views out of the AONB particularly from public viewpoints or rights of way</i></li> <li>• <i>Blocking or interference of views of the AONB from public viewpoints or rights of way outside the AONB</i></li> <li>• <i>The visual intrusion caused by the introduction of new transport corridors, in particular roads and railways</i></li> <li>• <i>Loss of tranquility through the introduction of lighting, noise or traffic movement</i></li> <li>• <i>Introduction of significant or abrupt changes to landscape character particularly where they are originally of a similar character to the AONB</i></li> <li>• <i>Change of use of land that is of sufficient scale to cause harm to landscape character</i></li> <li>• <i>Loss of biodiversity, particularly in connection with those habitats or species of importance to the AONB</i></li> <li>• <i>Loss of features of historic interest, particularly if these are contiguous with the AONB</i></li> <li>• <i>Reduction in public access and detrimental impacts on the character and appearance of rural roads and lanes</i></li> <li>• <i>Increase in air or water pollution.</i></li> </ul> <p>The CCG strongly supports the position of the CCB in its description of these. We find that all options within the LP which require release of Green Belt will, at least to some degree, cause these adverse impacts upon the AONB's setting, and thus the AONB itself.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16520
<b>Full Name</b>	Andrew Yeomans
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I endorse the attached reports from the Chiltern Countryside Group and the Grove Fields Residents Association, regarding the local plan consultation.</b></p> <p>...</p> <p><b>CCG response to question 1 full document attached to question 46</b></p> <p>6.v. It is accepted as essential for health, well-being and quality of life that green, open spaces are incorporated into the built environment. We find and</p>

	<p>welcome creation of SANGs within the urban setting where they are most appropriate, rather than as replacement of existing high-quality green landscapes and publicly accessible countryside. Hemel Hempstead would benefit from these, whereas the smaller settlements of Berkhamsted and Tring would lose the quality of green countryside and access which they already enjoy.</p> <p>6.vi. The impact of development upon the setting of the Chilterns AONB would be minimised.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16525
<b>Full Name</b>	Ian Emmas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <p>. This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.</p> <p>. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p>

	<ul style="list-style-type: none"> <li>. Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>. Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</li> <li>. We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>. The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>. Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16668
<b>Full Name</b>	Katie Parsons
<b>Company / Organisation</b>	Historic England
<b>Position</b>	Historic Environment Planning Advisor
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Do you agree with the conclusions reached in the Sustainability Appraisal Working Notes that accompanies this Issues and Option document?</b></p> <p>Whilst we support the approach, and consider the scope of the text appropriate and clear, the SA outcome with regards to the effect of each of the growth options upon the historic environment is uncertain. We would agree that at this is probably an accurate conclusion in technical terms but until further information is provided regarding the impacts of the growth options we are unable to support one option over another.</p>



We welcome reference to “*setting*” in historic environment section (part 8) of the SA Framework table in Appendix A.

The SA Working Note does not reference any baseline information. We recommend that this is included and that it refers to the Extensive Urban Survey reports available on the Historic Environment Record as well as to local conservation area appraisals, design guides and master plans. These reports can provide a helpful foundation for the place strategies and site allocations. The Historic England data on Heritage at Risk provides data on grade I and II\* listed buildings only. This should be supplemented by information on grade II listed buildings collected locally. Mapping historic environment assets at a strategic scale can be difficult but we suggest that conservation areas can be readily included.

We note that the SA identifies that some developments may have the potential adversely affect known or undiscovered heritage assets is recognised. The appraisal of the suitability of sites should be informed by archaeological evaluation, where potential archaeological interest is identified.

We are pleased to see that the historic environment is referenced as a key sustainability issue and opportunity in the SA Working Note. Objective SA8 relates to the historic environment but it is recommended that the word “*maintain*” is replaced by “*conserve*”. It is also unclear what is meant by the inclusion of the word “*identify*”.

Sites being allocated should be done so with the implications for the historic environment from the outset in order for the sites to be sustainably located rather than identifying them at a later date within the SA. It also implies that only those elements of the historic environment identified in the SA or local plan process are considered. The framework objective should include reference to the settings of historic buildings, designated and non-designated heritage assets and archaeological sites.

I have provided some more general comments on the SA process at the end of this letter.

#### Sustainability Appraisal Working Note (Scoping)

The historic environment should be considered as part of the sustainability appraisal process. We recommend that these comments should be read alongside our Advice Note 8.

#### Key Plans and Programmes

When considering key plans and programmes, we recommend the inclusion and consideration of the following:

##### International/European

- UNESCO World Heritage Convention
- European Landscape Convention
- The Convention for the Protection of the Architectural Heritage of Europe
- The European Convention on the Protection of Archaeological Heritage

##### National

- Planning (Listed Buildings & Conservation Areas) Act 1990
- Ancient Monuments & Archaeological Areas Act 1979
- Marine and Coastal Areas Access Act 2009
- Government's statement on the Historic Environment
- National Planning Policy Framework
- National Planning Policy Guidance
- 

#### Local

- Local Plans
- Historic Environment Record
- AONB Management Plans
- Heritage/Conservation Strategies
- Other Strategies (e.g. cultural or tourism)
- Conservation Area Character Appraisals and Management Plans
- Listed building Heritage Partnership Agreements

#### Baseline Information

All designated heritage assets (Conservation Areas, Listed Buildings, Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields, and Protected Wrecks) within the area should be identified. Mapping these assets provides a greater indication of their distribution and highlights sensitive areas.

We also would expect non-designated heritage assets to be identified. These include, but are not confined to, locally listed buildings. In addition to the above, we would expect reference to currently unknown heritage assets, particularly sites of historic and archaeological interest. The unidentified heritage assets of the City, Borough or District should be acknowledged and outlined in this section. Identification and mapping of designated and non-designated heritage assets at risk can provide an indication of clusters and themes.

Historic England's Good Practice Advice Note 1 contains advice on other relevant sources of evidence. These include Conservation Area Appraisals and Management Plans, Local Lists, Historic Characterisation assessments and any other in-house and local knowledge. We recommend that these other sources of evidence are considered as part of the SA process.

#### Key Sustainability Issues

We would suggest that the starting point for considering Key Sustainability Issues for the Historic Environment should include:

- Conserving and enhancing designated and non-designated heritage assets and the contribution made by their settings
- Heritage assets at risk from neglect, decay, or development pressures;
- Areas where there is likely to be further significant loss or erosion of landscape/seascape/townscape character or quality, or where development has had or is likely to have significant impact (direct and or indirect) upon the historic environment and/or people's enjoyment of it

	<ul style="list-style-type: none"> <li>Traffic congestion, air quality, noise pollution and other problems affecting the historic environment</li> </ul> <p>We would expect to see consideration of opportunities. It is considered that the historic environment can make a significant contribution to the success of development and there may be opportunities for the enhancement of the historic environment which comes from sustainable development proposals. It is considered that the Sustainability Appraisal should highlight these opportunities. Example opportunities for the historic environment to include within the Sustainability Appraisal can be found in our guidance notes in the links above.</p> <p><u>Method for Generation of Alternatives</u></p> <p>The historic environment should be a factor when considering a method for the generation of alternative proposals. The impact of proposals on the significance of heritage assets should be taken into consideration at an early stage. In terms of sites, this should be based on more than just measuring the proximity of a potential allocation to heritage assets. Impacts on significance are not just based on distance or visual impacts, and assessment requires a careful judgment based on site visits and the available evidence base</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16740
<b>Full Name</b>	Martin Ephgrave
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><u>Distribution of Growth</u></p> <p>The Sustainability Appraisal working note provides an assessment of the relative sustainability of the 7 distribution of growth options being considered by the council. These options seek to distribute the majority of the growth to the largest settlements of Hemel Hempstead, Berkhamsted and Tring, but we do not consider that this should be at the expense of the smaller settlements which also have a need for new homes.</p> <p>Growth Options 1A, 1B, 1C, 2A, and 2C do not propose to distribute new homes to any of the settlements that exist in the 'Rest of the Borough'. This is unacceptable because these settlements, including Little Gaddesden, also have a need for new homes.</p> <p>Only Growth Options 2C and 3 propose to allocate some housing to the settlements in the 'Rest of the Borough', but the number of homes proposed is very low and would not address the needs of the settlements that exist in this area. The number of new homes distributed to the to the rest of the borough is insignificant, considering that this area contains several key settlements, including</p>

Marsworth, Wilstone, Wiggington, Aldbury, Cow Roast, Little Gaddesden, Potten End, Chipperfield, and Flamstead. These settlements are diverse and have different characteristics and needs.

Paragraph 5.4.2 of the Sustainability Appraisal notes the Council's Reasons for rejecting alternative growth distributions, but does not provide a robust analysis of the alternative growth options. It simply states that they agree with the council, without any analysis or discussion, and we do not consider this to be reasonable.

The Sustainability Appraisal should provide a robust analysis of all options for the distribution of growth, to properly inform the preparation of the emerging Local Plan. It should include an assessment of the sustainability of allowing a higher level of growth in the many settlements that exist in the Borough, including settlements Little Gaddesden. Depriving these settlements of reasonable housing growth cannot be sustainable.

The Sustainability Appraisal working note is inadequate, as it fails to provide any analysis of the sustainability benefits of allowing small settlements such as Little Gaddesden to grow to meet the need that exists for homes in these locations. This is a really important issue for rural communities so should be examined in the Sustainability Appraisal.

We are also concerned that the Sustainability Appraisal working note does not provide specific analysis of the merits of the proposed housing sites that have been put forward in the Rest of the Borough (except for one site at Potten End and one in Wilstone). How can decisions be made in respect of the distribution of growth, if no analysis has been undertaken of the relative sustainability of the sites that have been put forward?

The table at paragraph 10.4.2 of the Issues and Options Consultation Document states that the 'Rest of the Borough' has identified housing capacity of 600 dwellings. We question how this figure has been calculated, as we understand that this is far below the capacity of the sites that have been put forward.

Finally, it is noted that the Sustainability Appraisal and the council's consultation seek to deliver new housing through the allocation of a limited number of very large sites. The Council's consultation and the Sustainability Appraisal completely ignore the many smaller sites that have been put forward for development across the Borough, simply because of their size. However, small sites can provide for future housing growth in a much more organic way, and are often the best way of delivering new housing growth. We question how decisions can be made in respect of the distribution of growth, if no analysis has been undertaken of the relative sustainability of the many small sites that have been put forward.

#### Level of housing

In respect of the separate issue of housing numbers, we agree with the findings of the Sustainability Appraisal that the higher level of growth proposed by Option 3 performs the best in relation to the social dimension of

	sustainable development. We also agree that the finding that the highest level of growth would help to support the local economy. We deal with the issue of growth later in this Statement.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16794
<b>Full Name</b>	C & J Fyfe
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The site appraisal by TRL is cursory and trivial with only brief comments which suggests that the author is completely unfamiliar with the site.</p> <ul style="list-style-type: none"> <li>• There is no mention of the fact that the lane floods at its low point every time there is heavy rain.</li> <li>• It states that buses run within 300m of the site, but ignores the fact that there is no regular service or any footpaths to the designated bus stops.</li> <li>• The fact that the topography of the site means that much of it rises more than 40 meters above the adjacent AONB and any development would undoubtedly impact on that area is not mentioned. This fact precludes any effective screening of the development to reduce the impact.</li> <li>• The proposed density of construction is more than triple the density anywhere in the vicinity and contrary to any previous planning approvals in the area.</li> <li>• The suggestion that the new housing should help to support local services is ludicrous. Access to medical facilities is already stretched to breaking point, existing schools do not have the capacity to support any increase in the population of the town, parking is inadequate to enable access to shops and other amenities.</li> <li>• The suggestion that provision of housing could help the local economy and support job creation is completely at odds with past experience where, over the last 2 decades, housing has replaced nearly all of the industry in the town and turned it into a dormitory town. There are no plans which would lead to job creation in the town.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16808
<b>Full Name</b>	Jon G. Wright Dawn Sanders
<b>Company / Organisation</b>	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>As a member of the Grove Field Residents Association, I am in broad agreement with their conclusions.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
Include files	
Number	Question 1
ID	LPIO16876
Full Name	Jan Mcgrory
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Having read the document submitted by the grove fields residents association, I concur whole heartedly with its findings</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with</p>

	<p>Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO16964
<b>Full Name</b>	Chris Pike
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Please register my support for this report by Grove Fields Residents Association.</p> <p>I support this whole heartedly.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17021
<b>Full Name</b>	Jade Holmes
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I attach a report by planning consultants that reflects my personal views on the development proposals for Dacorum that have been presented for comment.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17078
<b>Full Name</b>	Grahame Senior
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	I support and endorse the views expressed in the attached document as a member of GFRA



	<p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1017198
<b>Full Name</b>	Watford Borough Council
<b>Company / Organisation</b>	
<b>Position</b>	Principal Planning Officer
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Question 1.</p> <p>The cross boundary issues highlighted cover the strategic issues neighbouring authorities will need to confront as the Dacorum Local Plan and those of the respective local authority areas in south west Hertfordshire, are prepared. It will be important to recognise that each district will have different opportunities and limitations to address strategic issues in the long term as part of future collaborative discussions.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1017210
<b>Full Name</b>	Debbie Crooks Pam Moss
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response</p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments,</li> </ul>

	<p>especially around the Market Towns. This is a fact that DBC stressed at previous inspections</p> <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17266
<b>Full Name</b>	AN Champion
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I broadly support the opinions expressed in Bruce Morris's letter dated 8th December 2017 expressing concerns at the inclusion of Site Be-h3 (attached Be-h3 document to LPIO17267)
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17290
<b>Full Name</b>	Margaret and Andrew Pike
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>We wish to object most strongly to the plan to build any more dwellings in Berkhamsted and fully support all the arguments that the Berkhamsted Residents Action Group (BRAG) have put forward.</b></p> <p>...</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p>

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

**No**

- This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments
- Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections
- We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions made
- Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17325
<b>Full Name</b>	Mr David Parker
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>As a member of the Grove Fields Residents Association (GFRA) and a resident of Grove Road, Tring I attach the response prepared by the planning consultant appointed by the GRFA.</b></p> <p>...</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17377
<b>Full Name</b>	Lesley Brown
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Finally, I fully support the responses to the Local Plan as submitted by the Berkhamsted Citizens Association and the Dacorum Health Action Group both of which I have fully read.</p> <p>Berkhamsted Citizens Association response to question 1 below (copy of full response attached to question 46)</p> <p><b><i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></b></p> <p><b>NO</b></p>

	<ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. <b>This is a fact that DBC stressed at previous inspections</b></li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Berkhamsted has the most “negative but not significant “sites many of which are in close proximity to one another and to ongoing and planned developments</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17432
<b>Full Name</b>	Sara Bell
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I believe you have already received the attached from planning consultants on behalf of the Grove Fields Residents Association. As a community member strongly opposed to the suggested development, I felt it necessary to re-send the report with my own comments on the matter.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework 1</p>

	<p>which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17491
<b>Full Name</b>	Emma Talbot
<b>Company / Organisation</b>	The Little Cloth Rabbit
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>Please find attached a report (GFRA) about the proposed development of Tring.</b></p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	

Number	Question 1
ID	LP1017539
Full Name	MR DAVID BROWN
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Finally, I fully support the responses to the Local Plan as submitted by the Berkhamsted Citizens Association and the Dacorum Health Action Group both of which I have fully read.</p> <p>Berkhamsted Citizens Association response to question 1 below (copy of full response attached to question 46)</p> <p><b><i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></b></p> <p><b>NO</b></p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. <b>This is a fact that DBC stressed at previous inspections</b></li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Berkhamsted has the most “negative but not significant” sites many of which are in close proximity to one another and to ongoing and planned developments</li> </ul>
Include files	
Number	Question 1
ID	LP1017598
Full Name	Paul Hembury
Company / Organisation	



<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I am writing to express my concern over the proposed development of Tring as set out in the Issues and Options Consultation Local Plan to 2036. The attached report (GFRA) by Next Phase Planning &amp; Development details my concerns comprehensively.</p> <p>...</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17672
<b>Full Name</b>	Michael and Jill Sanders
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>As Members of the Grove Fields Action Group we have commissioned the attached report, at great expense, which indicates how strongly we feel about these proposals. This report sets out in great detail</b></p>

	<p><b>our concerns, far more eloquently than we could do ourselves.</b></p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17721
<b>Full Name</b>	Diana Woodward
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have read the submissions made to you by the Berkhamsted Citizens Association and the Labour Party, and would like to endorse the views they express.</p> <p>BCA response to Question 1 below - full document attached to Question 46</p> <p><b><i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></b></p> <p><b>NO</b></p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> </ul>

	<ul style="list-style-type: none"> <li>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. <b>This is a fact that DBC stressed at previous inspections</b></li> <li>We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>Berkhamsted has the most “negative but not significant” sites many of which are in close proximity to one another and to ongoing and planned developments</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17777
<b>Full Name</b>	John and Helen Osborne
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>We are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</b></p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies,</p>

	plans and allocations within the Local Plan to make sure they are robust to challenge. 1 Paragraph 7, National Planning Policy Framework (2012)
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17835
<b>Full Name</b>	David and Jane Elsmore
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>We are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</b></p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO17893
<b>Full Name</b>	Dave Davies
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>Please find attached a reports commissioned by a residents association (GFRA) challenging the current plans for additional building in the Tring area.</b></p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	

Number	Question 1
ID	LPIO18002
Full Name	mr Richard Lambert
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>I wanted to quickly summarise how I feel about your plans for the redevelopment of Tring. I visited the recent Public Consultation event held at the Pendley Manor Hotel and had a conversation with a number of people from Dacorum there. The attached document deftly sets out the detailed views, but in summary (GFRA DOCUMENT) , my own views can be summarised in a handful of bullet point.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
Include files	
Number	Question 1
ID	LPIO18073
Full Name	Mr Graham Bright
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

<p><b>Your response - Please add your response here</b></p>	<p>Please find attached the response from the Grove Fields Residents Association, which I fully endorse</p> <p>My personal position, in summary is as follows:</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<p><b>Include files</b></p>	
<p><b>Number</b></p>	<p>Question 1</p>
<p><b>ID</b></p>	<p>LPIO18130</p>
<p><b>Full Name</b></p>	<p>Peter and Cathy Davidson</p>
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Agent Name</b></p>	
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Your Opinion - Please state your opinion here</b></p>	<p>Yes</p>
<p><b>Your response - Please add your response here</b></p>	<p>Further opinions and ideas are given in Grove Fields Consultants report attached</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the</p>

	<p>Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18187
<b>Full Name</b>	Nicky and Dave Hulse
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Please see attached the Grove Fields Residents Association's responses to the proposed developments in Tring, which we concur with and of which we are a member</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18240
<b>Full Name</b>	Gail Skelton
<b>Company / Organisation</b>	



<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am writing as a member and in support of BRAG to voice my concerns over the latest building proposal to my home town. However I have to confess that I usually have the cynical opinion that this will count for very little and to this extent, I sincerely hope that I am proved wrong.</p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> </ul>

	<ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1018300
<b>Full Name</b>	Terry and Jennifer Elliott
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>We are members of the Grove Fields Residents Association and as such support their recommendations.</p> <p>We are writing in our own capacity as long term residents, (one of us being a local teacher for over 30 years), to add our personal comments regarding the proposed increase in housing in Tring, as a result of the published Strategic Planning Options for the area.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies,</p>

	plans and allocations within the Local Plan to make sure they are robust to challenge. 1 Paragraph 7, National Planning Policy Framework (2012)
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18354
<b>Full Name</b>	Plato Property Investments LLP
<b>Company / Organisation</b>	Plato Property Investments LLP
<b>Position</b>	C/O Aitchison Rafferty
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This Statement has been prepared to respond to the questions set out in the Issues and Options Consultation published by the Council in November 2017. It is submitted on behalf of Plato Property investments LLP in respect of a site located to the south east of the Mini dealership at London Road, Cow Roast HP23 5RE.</p> <p>This Statement should be read along with the Planning Statement attached at <b>Appendix 1 (see Q 46 for attachment)</b> which sets out the detailed planning case in support of the allocation of the site for housing in the emerging Local Plan.</p> <p>In summary, we consider that:</p> <p><u>Distribution of Growth</u></p> <p>The Sustainability Appraisal working note provides an assessment of the relative sustainability of the 7 distribution of growth options being considered by the council. These options seek to distribute the majority of the growth to the largest settlements of Hemel Hempstead, Berkhamsted and Tring, but we do not consider that this should be at the expense of the smaller settlements which also have a need for new homes.</p> <p>Growth Options 1A, 1B, 1C, 2A, and 2C do not propose to distribute new homes to any of the settlements that exist in the 'Rest of the Borough'. This is unacceptable because these settlements, including Cow Roast, also have a need for new homes.</p> <p>Only Growth Options 2C and 3 propose to allocate housing to the settlements in the 'Rest of the Borough', but the number of homes proposed is very low and would not address the needs of the settlements that exist in this area. The number of new homes distributed to the to the rest of the borough is insignificant, considering that this area contains several key settlements, including Marsworth, Wilstone, Wiggington, Aldbury, Cow Roast, Potten End, Chipperfield, and Flamstead. These settlements are diverse and have different characteristics and needs.</p> <p>Paragraph 5.4.2 of the Sustainability Appraisal working note simply refers to the Council's Reasons for rejecting</p>

alternative growth distributions. We are concerned that the Sustainability Appraisal does not provide a robust analysis of the alternative growth options, and simply states that they agree with the council that the alternatives should not be considered further. We do not consider that this is reasonable.

The Sustainability Appraisal should provide a robust analysis of all options for the distribution of growth, to properly inform the preparation of the emerging Local Plan. It should include an assessment of the sustainability of allowing a higher level of growth in the many settlements that exist in the Borough, including settlements like Cow Roast. Depriving these settlements of reasonable housing growth cannot be sustainable.

The Sustainability Appraisal working note is inadequate, as it fails to provide any analysis of the sustainability benefits of allowing small settlements to grow to meet the need that exists for homes in these locations. This is a really important issue for rural communities so should be examined in the Sustainability Appraisal. Cow Roast, whilst being one of the smallest settlements in the Rest of the Borough, is notably the only one located along the main A4251 London Road with easy access to the larger nearby settlements of both Tring & Berkhamsted and those related public transport services nearby. It is inappropriate therefore, for it to be regarded in the same way as more remote villages served only by country lanes.

We are also concerned that the Sustainability Appraisal working note does not provide specific analysis of the merits of the proposed housing sites that have been put forward in the Rest of the Borough (except for one site at Potten End and one in Wilstone). How can decisions be made in respect of the distribution of growth, if no analysis has been undertaken of the relative sustainability of the sites that have been put forward?

Finally, table at paragraph 10.4.2 of the Issues and Options Consultation Document states that the 'Rest of the Borough' has identified housing capacity of 600 dwellings. We question how this figure has been calculated, as we understand that this is far below the capacity of the sites that have been put forward.

Level of housing

In respect of the separate issue of housing numbers, we agree with the findings of the Sustainability Appraisal that the higher level of growth proposed by Option 3 performs the best in relation to the social dimension of sustainable development. We also agree that the finding that the highest level of growth would help to support the local economy. We deal with the issue of growth later in this Statement.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18371
<b>Full Name</b>	Sharon van Vlymen
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18373
<b>Full Name</b>	Mr & Mrs Thew
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18375
<b>Full Name</b>	Mr & Mrs Mitchell
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18377
<b>Full Name</b>	Mr & Mrs Hodkinson
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18379
<b>Full Name</b>	Mr & Mrs Drake
<b>Company / Organisation</b>	
<b>Position</b>	



<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18381
<b>Full Name</b>	Mr & Mrs Calderwood
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
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<b>Number</b>	Question 1
<b>ID</b>	LPIO18383
<b>Full Name</b>	Mr & Mrs Odell
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
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<b>Number</b>	Question 1
<b>ID</b>	LPIO18385
<b>Full Name</b>	Mr & Mrs Mehew
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
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<b>Number</b>	Question 1
<b>ID</b>	LPIO18387
<b>Full Name</b>	Mr & Mrs Bone
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18389
<b>Full Name</b>	Mr & Mrs Green
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18391
<b>Full Name</b>	Mr & Mrs Graham
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18393
<b>Full Name</b>	Mr & Mrs Clark
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18395
<b>Full Name</b>	Mr & Mrs Langley
<b>Company / Organisation</b>	
<b>Position</b>	



<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
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<b>Number</b>	Question 1
<b>ID</b>	LPIO18397
<b>Full Name</b>	Mr & Mrs Wood
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
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<b>Number</b>	Question 1
<b>ID</b>	LPIO18399
<b>Full Name</b>	Mr & Mrs Patel
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
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<b>Number</b>	Question 1
<b>ID</b>	LPIO18401
<b>Full Name</b>	Mr & Mrs Jones
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
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<b>Number</b>	Question 1
<b>ID</b>	LPIO18403
<b>Full Name</b>	Mr & Mrs Ash-Noble
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18405
<b>Full Name</b>	Mr & Mrs Pitcher
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18407
<b>Full Name</b>	Mr & Mrs Roussel
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18409
<b>Full Name</b>	Mr & Mrs Massingale
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18411
<b>Full Name</b>	Mr & Mrs Jenkinson
<b>Company / Organisation</b>	
<b>Position</b>	



<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18413
<b>Full Name</b>	Mr & Mrs Shelly
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18415
<b>Full Name</b>	Mr & Mrs Hocken
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18417
<b>Full Name</b>	Mr & Mrs Callaghan
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18419
<b>Full Name</b>	Mr & Mrs Hill
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18421
<b>Full Name</b>	Mr & Mrs Radakovic
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18423
<b>Full Name</b>	Mr & Mrs Bryant
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
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<b>Number</b>	Question 1
<b>ID</b>	LPIO18425
<b>Full Name</b>	Mr Lamb
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18427
<b>Full Name</b>	Mr & Mrs Phillips
<b>Company / Organisation</b>	
<b>Position</b>	



<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18429
<b>Full Name</b>	Mr & Mrs Howe
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18431
<b>Full Name</b>	Mr & Mrs Peachey
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18433
<b>Full Name</b>	Mr & Mrs Fairbrother
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18435
<b>Full Name</b>	Mrs Browning
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18437
<b>Full Name</b>	Mr & Mrs Thomson
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18439
<b>Full Name</b>	Mr & Mrs Lawlor
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18441
<b>Full Name</b>	Mr & Mrs Tangye
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18443
<b>Full Name</b>	Mr Margrave
<b>Company / Organisation</b>	
<b>Position</b>	



<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18445
<b>Full Name</b>	Mr & Mrs Hipgrave
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18447
<b>Full Name</b>	Mr & Mrs Domoney
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18449
<b>Full Name</b>	Mr & Mrs Haw
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>1 Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:</li> </ul> <p>2 The Ivy House Lane site itself is difficult to access.</p> <p>3 HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>4 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18468
<b>Full Name</b>	Melanine Llewellyn
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.</li> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18538
<b>Full Name</b>	Mrs Juliet Chodzko

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>I should like to add my name to the issues put forward in the attached (BRAG Response). I feel that the special needs of Berkhamsted have not been considered properly.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real</li> </ul>

	analysis of the impact they may have on the specific area in which they are situated
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18561
<b>Full Name</b>	Captain Andrew Cassels
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I entirely agree with all responses given by BRAG (Berkhamsted Residents Action Group)</b></p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish</li> </ul>

	<p>to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</p> <ul style="list-style-type: none"> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18607
<b>Full Name</b>	Lindy Weinreb
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></b></p> <p><b>NO</b></p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. <b>This is a fact that DBC stressed at previous inspections</b></li> <li>• We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2) (SEE BELOW)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Berkhamsted has the most "negative but not significant" sites many of which are in close proximity to one another and to ongoing and planned developments</li> </ul> <p>Q2</p>



	<p><b><i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></b></p> <p><b>YES, but</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</li> <li>• We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18654
<b>Full Name</b>	Hilary Abbott
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p>

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

**No**

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments
- Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections
- We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions made
- Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18700
<b>Full Name</b>	Paul and Gillian Jenkins
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</b></p> <p><b>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> </ul>

	<ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18746
<b>Full Name</b>	Berkhamsted Citizens
<b>Company / Organisation</b>	Berkhamsted Citizens
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></b></p> <p><b>NO</b></p> <ul style="list-style-type: none"> <li>Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. <b>This is a fact that DBC stressed at previous inspections</b></li> <li>We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2) (SEE BELOW)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> </ul>

	<ul style="list-style-type: none"> <li>Berkhamsted has the most “negative but not significant” sites many of which are in close proximity to one another and to ongoing and planned developments</li> </ul> <p>Q2</p> <p><b>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</b></p> <p><b>YES, but</b></p> <ul style="list-style-type: none"> <li>DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</li> <li>We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18805
<b>Full Name</b>	Lyndsay Slater
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area</p>

in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored.

Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be

negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 25 (please note full document is attached to Q46)**

Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

**No**

- This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments
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- Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections
- We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth

	<p>to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</p> <ul style="list-style-type: none"> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18887
<b>Full Name</b>	Andrew and Margit Dobbie
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made</li> </ul>

	<p>in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul> <p>Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18888
<b>Full Name</b>	Katherine Cassels
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I entirely agree with all responses given by BRAG (Berkhamsted Residents Action Group).</b></p> <p>...</p>



**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

**No**

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments
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- We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions made
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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18935
<b>Full Name</b>	Rupert Symmons
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>KL-h1</p> <p>Items 4, 5,11 - There are numerous references to level access to the Village amenities – this appears to ignore the significant change in level between the site and the main high street. Site is a fair distance from the railway station – people who live closer to the station already drive!</p> <p>Item 8 – it is considered that any develop on the site is likely to have a negative impact on the conservation area.</p> <p>Item 10 – Any development is likely to be of sufficient density to eliminate this benefit.</p> <p>Item 13 – the introduction of affordable housing in the village has already been shown to have a negative impact i.e. increase in crime rate; the developments completed over recent years have not resulted in any improvement to the surrounding transport infrastructure or services.</p> <p>KL-h2</p> <p>Item 4, 5 – Schools are located uphill from the site – not level.</p> <p>Item 9.2 – it will depend on architecture of new buildings and level of density of development – likely to have a negative impact.</p> <p>Item 13 - the introduction of affordable housing in the village has already been shown to have a negative impact i.e. increase in crime rate; the developments completed over recent years have not resulted in any improvement to the surrounding transport infrastructure or services.</p> <p>KL-h3</p> <p>Item 4 – any significant development of this site would significantly increase car use – people won't walk or cycle to Sainsburys in Apsley or to the town centres of Watford or Hemel Hempstead.</p> <p>Item 4, 5 – the site has significant changes in level and is not flat.</p> <p>Item 8 – the development of this site, as drawn, will have a significant negative impact on the heritage sites and the character of the village.</p> <p>Item 10 – the site is already a well-used amenity space; the likely development density of the site is likely to harm the health and wellbeing rather than enhance it.</p> <p>Item 13 - the introduction of affordable housing in the village has already been shown to have a negative impact i.e. increase in crime rate; the developments completed over recent years have not resulted in any improvement to the surrounding transport infrastructure or services.</p> <p>Item 14 &amp; 15 – any development on the scale proposed is likely to significantly overwhelm the existing transport</p>

	and services infrastructure without significant financial investment which has not been forthcoming following other local development (i.e. Apsley Lock, Ovaltine, etc.).
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO18966
<b>Full Name</b>	Mrs Emma Robertson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>Please find attached the final report written on behalf of Grove Field Residents Association. It states what we believe to be the best case scenario for Tring with the proposed increase to the town. Please read and include the report findings in your final decision.</b></p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO19029
<b>Full Name</b>	Barbara Gainsley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>I attended the meeting of Berkhamsted Citizens, and my views are reflected in the conclusions we came to on the night, and our concerns about the proposed development.</p> <p>Berkhamsted is a town in a valley, it is limited by its geography, and also hugely limited by its resources and infrastructure.</p> <p>Please accept this email as my response to the proposal, I am in complete agreement with these concerns voiced by our Citizens.</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. <b>This is a fact that DBC stressed at previous inspections.</b></li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>• Berkhamsted has the most “negative but not significant” sites many of which are in close proximity to one another and to ongoing and planned developments.</li> <li>•</li> </ul>
Include files	
Number	Question 1
ID	LPIO19086
Full Name	Bill Ahearn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>I wish to register my objections to some of the proposals under consideration on the grounds they are simply to excessive and feel a more moderate scheme as set out in the attached report would be suitable</p>

	<p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO19144
<b>Full Name</b>	Ms Sarah Hain
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I completely support the points discussed by the attached Report responding to the DBC planning consultation document. It addresses my own emotional and practical concerns about the town in which I live, as well as the wider area concerned, with a professionalism giving expert weight to its conclusions.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p>

	<p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO19202
<b>Full Name</b>	Grove Fields Residents Association
<b>Company / Organisation</b>	Grove Fields Residents Association
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I attach a copy of the formal submission report raised in consultation to the Issues and Options paper on behalf of the Grove Fields Residents Association (GFRA). The GFRA represents 325 people, and I confirm that as of the 11th December 2017, this submission represents the position of all 325 members.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1

<b>ID</b>	LPIO19259
<b>Full Name</b>	Marcus, Jane, Abigail and Jennifer Fox
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Our family ( 4 adults) live in Tring and are extremely concerned about the proposed increase in housing for Tring. We are all members of Grove Fields Residents Association and attended the meetings at Pendley and Tring Town Council so that we could make an informed decision regarding the proposal from Dacorum Borough Council. GFRA response attached.</p> <p>We urge you to consider the issues and proposals in the attached report. Please do not develop Tring and further compromise the town's infrastructure. We feel strongly that green belt land should be preserved for future generations.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO19313
<b>Full Name</b>	Stuart, Miranda & Melissa Kay
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored.</p> <p>Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> </ul>



	<ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO19360
<b>Full Name</b>	Wai Tang and Greg Barfoot
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please note we are aware that the Berkhamsted Residents Action Group (BRAG) has responded in full to the "Issues &amp; Options" consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to add BRAG's responses under our name.</p> <p>We wish to add our concerns to the DBC local plan issues and options consultation.</p> <p>We are particularly concerned about the following</p> <p>Q1. The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net environmental enhancements, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example,</li> </ul>

	<p>water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO19409
<b>Full Name</b>	Philippa Jones
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I enclose a response to the impact of Dacorum Local Plan on Berkhamsted. This document was drawn up by a number of people including myself, and based on the Berkhamsted Citizens meeting on the Local Plan

	<p><b>Question 1</b></p> <p><i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>NO</b></p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. <b>This is a fact that DBC stressed at previous inspections.</b></li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>• Berkhamsted has the most “negative but not significant “sites many of which are in close proximity to one another and to ongoing and planned developments.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO19464
<b>Full Name</b>	John Wignall
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I would like to endorse the findings of the attached report prepared for the Grove Fields Residents Association.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p>

	<p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1019521
<b>Full Name</b>	Kevin Cullen
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Please refer to the attached report.(BRAG)</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO19578
<b>Full Name</b>	Mark Lawson and Sharon Wilkie
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I do agree with the principle that more housing is probably required however there has to be a common sense approach to the problem and considerable thought has got to be given to a proper infrastructure and the funding to support that.</p> <p>I do hope you take the time to read this report and look at the positives and alternatives in the document which I think is a lot more balanced than I expected.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO19635
<b>Full Name</b>	Vivienne Inmonger
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I attach a report by planning consultants that reflects my personal views on the development proposals for Dacorum that have been presented for comment.</p> <p>Further examination, including linkage with neighbouring authorities and infrastructure requirements, is necessary in order to demonstrate that the release of green belt land is proportionally necessary to meet housing need</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO19695
<b>Full Name</b>	John Inmonger
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I attach a report by planning consultants that reflects my personal views on the development proposals for Dacorum that have been presented for comment.</p> <p>Further examination, including linkage with neighbouring authorities and infrastructure requirements, is necessary in order to demonstrate that the release of green belt land is proportionally necessary to meet housing need</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p>

	<p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO19748
<b>Full Name</b>	Ben Barth
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Here are my comments on the proposed local plan are set out on the attached document which I fully endorse (full document on q 46)</p> <p><b>Question 1</b></p> <p><b><i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></b></p> <p><b>NO</b></p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. <b>This is a fact that DBC stressed at previous inspections.</b></li> </ul>

	<ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>• Berkhamsted has the most "negative but not significant" sites many of which are in close proximity to one another and to ongoing and planned developments.</li> </ul>
<b>Include files</b>	



Number	Question 1
ID	LPIO19817
Full Name	Jon Esson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>I am a member of the Grove Fields Residents Association and support the findings set out in their report as attached</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
Include files	
Number	Question 1
ID	LPIO19901
Full Name	Chris Smith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>I am against this development because of the pressure on the infrastructure of Tring, I am also concerned about that effect it will have on traffic and wildlife in the area as it is greenbelt land. (Response GFRA )</p>

	<p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO19958
<b>Full Name</b>	mrs sue van rhee
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Please find attached the document produced on behalf of the Grove Fields Residents Association, which details how strongly we feel about the proposed developments on Green belt land and without the appropriate supporting infrastructure..</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the</p>

	<p>Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20015
<b>Full Name</b>	Kate and Ben Marston
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>As residents of New Mill, Tring, my husband and I would like to register our response to the Grove Fields Residents Association Report (attached).</p> <p>We agree with the recommendation of the association and Tring Town Council that location TR-HR (Dunsley) is the preferred site for new housing, playing fields and employment site.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20072

<b>Full Name</b>	Maurice and Christine O'Keefe
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>We are members of the Grove Fields Residents Association and attach below our consultant's response to your planning consultation document.</p> <p>We are all on complete agreement with the findings of this report.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20129
<b>Full Name</b>	Sherry and Haydn Bond
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Please find attached a copy of the issues report for Tring.</p> <p>We love living and raising our family in a small market town.</p> <p>We believe the expansions planned will make Tring a difficult place to live and thrive.</p>

	<p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20187
<b>Full Name</b>	Dianne Pilkington
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>To whom it may concern,</p> <p>I am attaching a report commissioned by the Grove Fields Residents Association of which I am a member.</p> <p>I do not believe that the Town of Tring can take a huge increase in population:</p> <p>The schools cannot cope in particular the Secondary school which is already needing to expand to accommodate children already in Tring.</p> <p>The station of Tring serves all surrounding villages and is located outside of the town requiring transport. The local bus service is not sufficient and the car park full by 8 am.</p> <p>In short, as a historic Market Town Tring thrives, but will be irreversibly damaged if over developed. Proper consideration needs to be taken regarding using green belt land which has not been taken. There is not the correct infrastructure in place and I don't believe Tring could support it.</p> <p>Thank you</p>

	<p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20235
<b>Full Name</b>	Mr Peter Brown
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have seen the submission to DBC by the Berkhamsted Residents Action Group (BRAG), the contents of which I support.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made</li> </ul>

	<p>in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20290
<b>Full Name</b>	David Clarke
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	The attached report was provided to me by the Grove Fields Residents Association. I have reviewed the proposals outlined in the Issues and Options Consultation Local Plan to 2036 Paper, and I believe that the attached report captures the key concerns extremely well. I fully support the points raised in this report and would ask that you carefully consider them before progressing any further. In summary, I do not believe the proposals have been sufficiently thought through and in particular I believe that the fields referred to as "Grove Fields" is clearly unsuitable for residential development. I also believe that the proportion of houses

	<p>that can be considered to be responsible allocation within Tring should in total be calculated at a maximum of 800 new homes, including the 500 homes that have already been allocated within the Local Plan and have yet to be fully delivered.</p> <p>Please accept this email and the attached report as my feedback on the proposed development of Tring.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20348
<b>Full Name</b>	Deborah Turnbull
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I have attached a report from a planning consultant with regards to the over-development of Tring. Tring has specific issues being a small market town.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup></p>



	<p>which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1020396
<b>Full Name</b>	Jane Collis
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I would like to express my support of option 1B and endorse BRAG's response to the DBC proposals as per the attached. I am concerned by the key features of other options, as follows:</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> </ul>

	<ul style="list-style-type: none"> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20456
<b>Full Name</b>	Mr David Parker
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I am writing in response to the Issues and Options consultation.</p> <p>As a member of the Grove Fields Residents Association (GFRA) and a resident of Grove Road, Tring I attach the response prepared by the planning consultant appointed by the GRFA.</p> <p>It is a very detailed response to the questions set out in the consultation document and I hope will be given very careful consideration by the Council.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p>

	<p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20505
<b>Full Name</b>	DR Brigitta Case
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have attended several meetings, talked with Town Councillors and Dacorum Planners to better understand the Options outlined in the Core Strategy Plan for Dacorum.</p> <p>As a Berkhamsted resident who has enjoyed associations with the town for 50 years, I feel a responsibility to speak out and air my views – shared by many with whom I have spoken on this subject.</p> <p>The 46 Questions have been eloquently answered by many and I support the answers given by both the <b>Berkhamsted Citizens’ Association</b> and the <b>Berkhamsted Residents Action Group</b>. It seems to me that there is much repetition of the points made and so I have opted to write in email/letter format to list and outline the main points I feel should be considered.</p> <p>BRAG and Berkhamsted Citizens responses to this question are below - (the full document response are attached to the two Question 46</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p>

- This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments
- Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections
- We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions made
- Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated

Berkhamsted Citizens response

***Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?***

**NO**

- Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments,

	<p>especially around the Market Towns. <b>This is a fact that DBC stressed at previous</b></p> <ul style="list-style-type: none"> <li>We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions</li> <li>Berkhamsted has the most "negative but not significant" sites many of which are in close proximity to one another and to ongoing and planned</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20552
<b>Full Name</b>	Christine Manning
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I would like to support the views put forward by the Berkhamsted Citizens Association in their response to the Core Strategy</p> <p><b><i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></b></p> <p><b>NO</b></p> <ul style="list-style-type: none"> <li>Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. <b>This is a fact that DBC stressed at previous inspections</b></li> <li>We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> </ul>

	<ul style="list-style-type: none"> <li>The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>Berkhamsted has the most “negative but not significant” sites many of which are in close proximity to one another and to ongoing and planned developments</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20598
<b>Full Name</b>	Ailsa Davis
<b>Company / Organisation</b>	HCC Development services, Property , Resources
<b>Position</b>	Principal Planning Officer
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>On behalf of Hertfordshire County Council (HCC) as a landowner, we have noted the conclusions in the Sustainability Appraisal Working Note regarding the rural estate landholdings owned by HCC at Dunsley Farm in Tring and Wayside Farm in Kings Langley, Sites Tr –h5 and KI – h3 respectively.</p> <p>Separate representations have been made to the Local Planning Authority in relation to the separate Call for Sites 2017 exercise supported by Landscape and Visual Impact Assessment, high level highways advice and considering the potential contribution that each site could make in the event that Dacorum Borough Council determine that is helpful for the best planning of its area as the Council moves forward with the new Local Plan to 2036.</p> <p>The Sustainability Working Note uses a scoring matrix to assess the relative impacts on various Local Plan Sustainability objectives;</p> <p>See attached for Assessment of Sites and Figure 2-1 - Significance Criteria</p> <p><b><u>Dunsley Farm</u></b></p> <p>See attached for Table 1 - Summary of Assessment of the Green Belt / Rural Area Sites</p> <p>The Sustainability Appraisal Working Note, (SA note), explicitly identifies that of all the options for Tring, Dunsley Farm scores the most positive effects. It is the only option to have a positive effect on Climate change and air quality, given the fact that it is close to the town centre and offers a level walking or cycling route to the town centre. The SA note also identifies that this is dependent on sustainable transport options being taken up. Given the ability to bridge Cow Lane and London Road/link through to Station Road, there are real opportunities to encourage modal shift using the Dunsley Farm site in Tring.</p> <p>Dunsley Farm presents an opportunity to enable pedestrian and cycle permeability to be achieved</p>

between London Road to the west and Cow Lane to the east. This offers wider connectivity to the existing recreation/sporting opportunities provided at the Football/Rugby and Bowls Clubs in Cow Lane, and the existing cycle path to Tring Station. The separate representations made in relation to the Call for Sites 2017 exercise suggest how this might be capable of being achieved.

The extract exhibition boards used by Dacorum Borough Council in the exhibition for Tring (attached overleaf) show that as a statement of irrefutable fact, Dunsley Farm is **the closest** site to the amenities and services which are available within Tring Town centre. There is therefore the real prospect of any potential residents/employees of any development at the site walking or cycling to the town centre. Equally, there is the opportunity for any residents working at any expanded employment area at Dunsley Farm walking or cycling to the site.

In the matrix assessment of the Health and wellbeing score, the proximity of the site to the A41 is identified as potential impacting on the health and wellbeing of residents. However, we do not believe that it is likely that there would be residential development across the whole of the site and residential development on the site would be no more exposed to road noise than those sites adjoining Icknield Way/Bulbourne Road/Station Road.

Taking into account its superior accessibility the scoring of the site as having negative and positive impacts under the Health and Wellbeing category, compared with other sites in Tring therefore strikes us as having poor justification, and should actually be scored as a positive impact which is not significant. It should also be noted that there is the potential for dual use of any playing fields associated with any education provision which may be identified as being required at Dunsley Farm, which could offer the potential for dual community use. The Health and Wellbeing score for Sustainability Objective 10 should therefore be revised to a green 'not significant' effect in order to be fairly and consistently compared with the other sites.

HCC is a landowner of other sites in Dacorum, including rural estate around Tring and Tring reservoirs. HCC is in a position to potentially mitigate the 'not significant' negative impact on biodiversity which development of this site might create. This would turn the colour rating to blue for SA objective 1 indicating some positive/some negative impacts.

For SA8, Historic Environment only 3 of the 6 sites in Tring (including Dunsley Farm) have been marked as 'uncertain' in terms of impact on the historic environment. To be consistent and comparable, unless those sites which have not been marked as not 'uncertain' in terms of impact on the Historic Environment have been the subject of historic asset assessment, then all 6 of the sites round Tring should be scored equally.

We also believe that Dunsley Farm should be marked as having significant positive effects in relation to the Economy SA objective. Provision of employment land

	<p>so close and walkable to the town will enable existing business to thrive and expand. (Tring Brewery Co for example). That opportunity is factored in to the separate representations made on behalf of HCC in respect of the Call for Sites.</p> <p>Notwithstanding our comments above, Dunsley Farm has <b>the most positive</b> scores of any of the Green Belt, Green field sites round Tring. If DBC conclude that there is a requirement to deliver housing and employment land on Green Belt land at Tring, Dunsley Farm is <b>the most</b> sustainable option.</p> <p>See attached for image - DBC Tring Issue and Options Consultation Exhibition Boards</p> <p><b>Wayside Farm</b></p> <p>See attached for Table 1- Summary of Assessment of the Green Belt / Rural Area Sites</p> <p>We have noted and the conclusions of the SA note in relation to Wayside Farm and have no other comments to make on that scoring of that site,</p>
<b>Include files</b>	<a href="#">HCC - Question 1 figure attachment.pdf</a>
<b>Number</b>	Question 1
<b>ID</b>	LP1020624
<b>Full Name</b>	Jane Hawkins
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I am writing with regards to the proposed development of Tring.</p> <p>I am concerned this development has not been investigated correctly. Please see the attached file (GFRA full response)</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies,</p>



	plans and allocations within the Local Plan to make sure they are robust to challenge. 1 Paragraph 7, National Planning Policy Framework (2012)
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20680
<b>Full Name</b>	Keiron Wybrow
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Please find attached a response document as commissioned by Grove Fields Residents association which I am a member of.</p> <p>As well as this I would like to make my own personal feelings known.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20728
<b>Full Name</b>	Christopher Townsend
<b>Company / Organisation</b>	
<b>Position</b>	Councillor, Tring Town Council

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	As a member of Tring Town Council I agree with all the responses that have been submitted by Tring Town Council
Include files	
Number	Question 1
ID	LPIO20776
Full Name	Usha Kilich
Company / Organisation	Northchurch Parish Council
Position	Parish Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Development on Green Belt will not offer any environmental enhancements. The cumulative effects of developments have not been fully assessed. We would be interested to know the cost of this TRL report is?
Include files	
Number	Question 1
ID	LPIO20822
Full Name	Mr Iain Manson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I have also tapped into the support of Berkhamsted Residents Action Group and have attached much more detailed comments that have been put together by that group, all of which I support. These comments are rather long, but I feel it is important to repeat them in detail. <b>BRAG response to Question 1 (please note full document is attached to Q46)</b> <b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i> <b>No</b>

	<ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>• Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20878
<b>Full Name</b>	Mrs. Sue Yeomans
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<p><b>Your response - Please add your response here</b></p>	<p>I welcome the opportunity to contribute to the Dacorum Borough Council's (DBC) consultation on Issues &amp; Options Local Plan to 2036 and request that my comments below are fully taken into account in further deliberations on the Local Plan.</p> <p>Whilst I have given detail on some issues below, I totally support the response made by the Chiltern Countryside Group (CCG), which gives further comment on these key matters. Please refer to the CCG submission for my full response.</p> <p>Chiltern Conservation Group response below</p> <p>2.xi. CCG does not find creation of Suitable Alternative Natural Greenspaces (SANGs) acceptable replications of an existing, naturally beautiful, green and tranquil open landscape. Wildlife corridors, habitats and important markers such as hedgerows which have established over time will disappear. The international monetary exchange rate is not in Britain's favour; it thus becomes even more essential to protect and support the nation's farmers in supplying our own food. Building over green landscapes and good quality farm land (such as that on the Eastern side of Tring) is short-sighted and ill-advised.</p> <p>2.xii. Both Berkhamsted and Tring have green spaces around the towns widely used for walking, cycling, riding, dog-walking, running and a good network of well-used public rights of way which provide access. Residents and visitors would lose what they already have free access to and instead be offered an artificial, man-made green space.</p>
<p><b>Include files</b></p>	
<p><b>Number</b></p>	<p>Question 1</p>
<p><b>ID</b></p>	<p>LPIO20882</p>
<p><b>Full Name</b></p>	<p>Mrs. Sue Yeomans</p>
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Agent Name</b></p>	
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Your Opinion - Please state your opinion here</b></p>	<p>No</p>
<p><b>Your response - Please add your response here</b></p>	<p>I welcome the opportunity to contribute to the Dacorum Borough Council's (DBC) consultation on Issues &amp; Options Local Plan to 2036 and request that my comments below are fully taken into account in further deliberations on the Local Plan.</p> <p>Whilst I have given detail on some issues below, I totally support the response made by the Chiltern Countryside Group (CCG), which gives further comment on these key matters. Please refer to the CCG submission for my full response.</p> <p>Chiltern Conservation Group response below</p> <p>1 <b><u>3. THE CHILTERN AREA OF OUTSTANDING NATURAL BEAUTY (AONB)</u></b></p>

3.i. Berkhamsted and Tring are set firmly within the Chilterns AONB with Green Belt acting as a soft edge and buffer between urban and natural environment. The Green Belt surrounding them is essential to the setting of the AONB and informs both the settlements themselves and the AONB. Green Belt and AONB are intrinsically interwoven, thus diminishing the Green Belt diminishes the AONB. In particular, the Green Belt on Tring 's Eastern edge affords public access to and outstanding views to/from the AONB which would be lost if any of the options for those sites were adopted.

3.ii. As the Chilterns Conservation Board (CCB) is the statutory authority for the protection of the Chilterns AONB, its policies and position statements are highly relevant. The Board's paper: '*Development affecting the setting of the Chilterns Area of Outstanding Natural Beauty*' (ref. CCB website) is pertinent to this Consultation and the proposals therein.

3.iii. Local authorities have statutory obligations set out in section 85 of the Countryside and Rights of Way Act 2000 '*to be mindful of both the possible positive and negative impacts of a development within the setting of the AONB on the natural beauty and special qualities of the AONB when determining planning applications. When significant impacts are likely the Board [Chilterns Conservation Board] would like its views sought.*' (ref. CCB paper point 13). Quite clearly with this Plan, DBC needs to fulfil those obligations.

3.iv. It is the Group's considered view that insufficient weight and assessment has been given by the LP to those impacts and obligations. Assessment of the sites in the '*Sustainability Assessment Working Note*' December 2017 does acknowledge the AONB and cumulative effects such as increased traffic, air and noise pollution caused by potential expansion of London Luton and Heathrow airports. However, the CCG does not find the assessment outcome of these to be balanced in terms of negative/positive impact.

3.v. The CCG does not accept DBC's assessment (*Working Note p35-9*) of landscape sensitivity for Tr-h1 (land at Station Road, Tring), Tr-h2 (land West of Marshcroft Lane, Tring), and Tr-h3 (land at Icknield Way/Grove Road, Tring) as being less than for Tr-h4 (land at Cow Lane, Tring). The proximity of all 4 sites to the AONB makes each significant in negative impact to the landscape should they be developed.

3.vi. CCB's paper further states (*CCB point 14*): '*The setting of the Chilterns AONB does not have a geographical border. The location, scale, materials or design of a proposed development or land management activity will determine whether it affects the natural beauty and special qualities of the AONB. A very large development may have an impact even if some considerable distance from the AONB boundary.*'

The scale of proposed options 2 and 3 for Tring and Berkhamsted would have great negative impact on the AONB and on the quality of life for residents and tourists in this part of the Chiltern Hills.

3.vii. The CCB (*point 15*) gives examples of adverse impact upon the setting of the AONB. These include:

	<ul style="list-style-type: none"> <li>• <i>Blocking or interference of views out of the AONB particularly from public viewpoints or rights of way</i></li> <li>• <i>Blocking or interference of views of the AONB from public viewpoints or rights of way outside the AONB</i></li> <li>• <i>The visual intrusion caused by the introduction of new transport corridors, in particular roads and railways</i></li> <li>• <i>Loss of tranquility through the introduction of lighting, noise or traffic movement</i></li> <li>• <i>Introduction of significant or abrupt changes to landscape character particularly where they are originally of a similar character to the AONB</i></li> <li>• <i>Change of use of land that is of sufficient scale to cause harm to landscape character</i></li> <li>• <i>Loss of biodiversity, particularly in connection with those habitats or species of importance to the AONB</i></li> <li>• <i>Loss of features of historic interest, particularly if these are contiguous with the AONB</i></li> <li>• <i>Reduction in public access and detrimental impacts on the character and appearance of rural roads and lanes</i></li> <li>• <i>Increase in air or water pollution.</i></li> </ul> <p>The CCG strongly supports the position of the CCB in its description of these. We find that all options within the LP which require release of Green Belt will, at least to some degree, cause these adverse impacts upon the AONB's setting, and thus the AONB itself.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20892
<b>Full Name</b>	Mrs. Sue Yeomans
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I welcome the opportunity to contribute to the Dacorum Borough Council's (DBC) consultation on Issues &amp; Options Local Plan to 2036 and request that my comments below are fully taken into account in further deliberations on the Local Plan.</p> <p>Whilst I have given detail on some issues below, I totally support the response made by the Chiltern Countryside Group (CCG), which gives further comment on these key matters. Please refer to the CCG submission for my full response.</p> <p>Chiltern Conservation Group response below</p> <p>6.v. It is accepted as essential for health, well-being and quality of life that green, open spaces are incorporated into the built environment. We find and welcome creation of SANGs within the urban setting where they are most appropriate, rather than as</p>

	<p>replacement of existing high-quality green landscapes and publicly accessible countryside. Hemel Hempstead would benefit from these, whereas the smaller settlements of Berkhamsted and Tring would lose the quality of green countryside and access which they already enjoy.</p> <p>6.vi. The impact of development upon the setting of the Chilterns AONB would be minimised.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20898
<b>Full Name</b>	Mr Jake Storey
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I live in Berkhamsted and have witnessed the size of the small town growing in an unsustainable manner. As a result I joined SYBRA and also now BRAG. I have attached the BRAG response to your proposals</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider</li> </ul>

	<p>community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</p> <ul style="list-style-type: none"> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO20953
<b>Full Name</b>	Mr & Mrs J.D Battye
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This is our response to the consultation exercise in respect of the issues and options for the Local Plan recently published. We wish that the following views and comments be taken into account in your consideration of public responses.</p> <p>The Berkhamsted Residents’ Action Group (BRAG) are responding in full to the Issues and Options consultation. We hereby request that you accept this e-mail asking you to duplicate BRAG’s responses under our names so that a complete repetition of BRAG’s submission is avoided. We would also like to place on record our endorsement of Berkhamsted Town Council’s submission.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in</li> </ul>



the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments

- Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections
- We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions made
- Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated

#### **Berkhamsted Town Council response**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.

Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.

Any new facilities within larger edge-of-town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the market towns. This is a fact that DBC stressed at the previous Examination.

The cumulative effects of developments have not been assessed. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed and catered for.

	Berkhamsted has the most “negative but not significant” sites many of which are in close proximity to one another and to ongoing and planned developments.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21038
<b>Full Name</b>	julie owen
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>The attached report says what we friends of Grove Fields cannot say in the correct language.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21103
<b>Full Name</b>	Sheron Wilkie
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes

<p><b>Your response - Please add your response here</b></p>	<p>Please find attached report regarding your proposed development in Tring as submission opposing this proposal (GFRA)</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment, Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p><sup>1</sup> Paragraph 7, National Planning Policy Framework (2012)</p>
<p><b>Include files</b></p>	
<p><b>Number</b></p>	<p>Question 1</p>
<p><b>ID</b></p>	<p>LPIO21179</p>
<p><b>Full Name</b></p>	<p>Sarah Lightfoot</p>
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Agent Name</b></p>	
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Your Opinion - Please state your opinion here</b></p>	<p>No</p>
<p><b>Your response - Please add your response here</b></p>	<p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p>No</p> <ul style="list-style-type: none"> <li>This exercise is flawed and I do not accept many of the assessments made in the appraisal. Whereas a specific site might be deemed to have an 'insignificant' negative impact, when sites are combined they could have a <u>significant</u> negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted, which has the most "negative but not significant" sites - many of which are in</li> </ul>

	<p>close proximity to one another and to ongoing as well as currently planned developments</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing town centre. The sites chosen in Berkhamsted are all on the periphery of the town and the site assessments identify that they “sit at a distance from key services and facilities” and that the “valley ridge location would generally discourage movements by foot and cycle”.</li> <li>• Any new facilities within larger edge of town expansions that may be required for the new settlements would not benefit the wider community and are highly likely to lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</li> <li>• I do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council - specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>• Overall the work by the Consultants is very disappointing. It gives the impression of an ‘off the shelf’ tick box exercise without demonstrating any grasp of the topography or local demographics. The assessments of individual sites are superficial and lack any real analysis of the impact they may have on the specific area in which they are</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21233
<b>Full Name</b>	Sarah Lightfoot
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>A recent report by the Chilterns Conservation Board on the Cumulative Impact of Development on the Chilterns AONB has also not been considered and should be taken into account. I strongly support their submission below</p> <p>The Chilterns Conservation Board broadly agrees with the analysis eg that the lowest level of housing growth (Option 1) performs best against the environmental</p>

	<p>SA/SEA objectives as it would require less house-building on greenfield sites and less water consumption, fewer additional cars on the roads etc. In addition it would reduce pressure for development in the nationally designated Chilterns AONB and the setting of the AONB.</p> <p>We recommend using a standalone objective: "To conserve and enhance the natural beauty of the Chilterns AONB". This is because at the moment the AONB is covered only as part of SA9: "To conserve and enhance landscape and townscape character and encourage local distinctiveness". This is not giving "great weight" to the AONB (as required by NPPF para 115) and it does not establish a hierarchy setting out the relative importance of designations (NPPF para 113: "Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.")</p> <p>The Chilterns Conservation Board welcomes the coverage in the Issues and Options SA Working Note of the cumulative effects of development on the Chilterns AONB. Understanding and recognising these effects both within the borough and across the whole Chilterns AONB will be important in assessing the soundness of the emerging local plan. The Chilterns Conservation Board has adopted a new Position Statement: Cumulative Impacts of Development on the Chilterns, available at <a href="http://www.chilternsconservationboard.org.uk/development/position-statement/">http://www.chilternsconservationboard.org.uk/development/position-statement/</a> which should be of assistance in the next stages.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21282
<b>Full Name</b>	Sarah Lightfoot
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>2.xi. CCG does not find creation of Suitable Alternative Natural Greenspaces (SANGs) acceptable replications of an existing, naturally beautiful, green and tranquil open landscape. Wildlife corridors, habitats and important markers such as hedgerows which have established over time will disappear. The international monetary exchange rate is not in Britain's favour; it thus becomes even more essential to protect and support the nation's farmers in supplying our own food. Building over green landscapes and good quality farm land (such</p>

	<p>as that on the Eastern side of Tring) is short-sighted and ill-advised.</p> <p>2.xii. Both Berkhamsted and Tring have green spaces around the towns widely used for walking, cycling, riding, dog-walking, running and a good network of well-used public rights of way which provide access. Residents and visitors would lose what they already have free access to and instead be offered an artificial, man-made green space.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1021286
<b>Full Name</b>	Sarah Lightfoot
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I strongly support the Chiltern Countryside Group's submission regarding the Green Belt and AONB (below)</p> <p>1 <b><u>3. THE CHILTERNERS AREA OF OUTSTANDING NATURAL BEAUTY (AONB)</u></b></p> <p>3.i. Berkhamsted and Tring are set firmly within the Chilterns AONB with Green Belt acting as a soft edge and buffer between urban and natural environment. The Green Belt surrounding them is essential to the setting of the AONB and informs both the settlements themselves and the AONB. Green Belt and AONB are intrinsically interwoven, thus diminishing the Green Belt diminishes the AONB. In particular, the Green Belt on Tring 's Eastern edge affords public access to and outstanding views to/from the AONB which would be lost if any of the options for those sites were adopted.</p> <p>3.ii. As the Chilterns Conservation Board (CCB) is the statutory authority for the protection of the Chilterns AONB, its policies and position statements are highly relevant. The Board's paper: '<i>Development affecting the setting of the Chilterns Area of Outstanding Natural Beauty</i>' (ref. CCB website) is pertinent to this Consultation and the proposals therein.</p> <p>3.iii. Local authorities have statutory obligations set out in section 85 of the Countryside and Rights of Way Act 2000 '<i>to be mindful of both the possible positive and negative impacts of a development within the setting of the AONB on the natural beauty and special qualities of the AONB when determining planning applications. When significant impacts are likely the Board [Chilterns Conservation Board] would like its views sought.</i>' (ref. CCB paper point 13). Quite clearly with this Plan, DBC needs to fulfil those obligations.</p> <p>3.iv. It is the Group's considered view that insufficient weight and assessment has been given by the LP to</p>

those impacts and obligations. Assessment of the sites in the '*Sustainability Assessment Working Note*' December 2017 does acknowledge the AONB and cumulative effects such as increased traffic, air and noise pollution caused by potential expansion of London Luton and Heathrow airports. However, the CCG does not find the assessment outcome of these to be balanced in terms of negative/positive impact.

3.v. The CCG does not accept DBC's assessment (*Working Note p35-9*) of landscape sensitivity for Tr-h1 (land at Station Road, Tring), Tr-h2 (land West of Marshcroft Lane, Tring), and Tr-h3 (land at Icknield Way/Grove Road, Tring) as being less than for Tr-h4 (land at Cow Lane, Tring). The proximity of all 4 sites to the AONB makes each significant in negative impact to the landscape should they be developed.

3.vi. CCB's paper further states (*CCB point 14*): '*The setting of the Chilterns AONB does not have a geographical border. The location, scale, materials or design of a proposed development or land management activity will determine whether it affects the natural beauty and special qualities of the AONB. A very large development may have an impact even if some considerable distance from the AONB boundary.*'

The scale of proposed options 2 and 3 for Tring and Berkhamsted would have great negative impact on the AONB and on the quality of life for residents and tourists in this part of the Chiltern Hills.

3.vii. The CCB (*point 15*) gives examples of adverse impact upon the setting of the AONB. These include:

- *Blocking or interference of views out of the AONB particularly from public viewpoints or rights of way*
- *Blocking or interference of views of the AONB from public viewpoints or rights of way outside the AONB*
- *The visual intrusion caused by the introduction of new transport corridors, in particular roads and railways*
- *Loss of tranquility through the introduction of lighting, noise or traffic movement*
- *Introduction of significant or abrupt changes to landscape character particularly where they are originally of a similar character to the AONB*
- *Change of use of land that is of sufficient scale to cause harm to landscape character*
- *Loss of biodiversity, particularly in connection with those habitats or species of importance to the AONB*
- *Loss of features of historic interest, particularly if these are contiguous with the AONB*
- *Reduction in public access and detrimental impacts on the character and appearance of rural roads and lanes*
- *Increase in air or water pollution.*

The CCG strongly supports the position of the CCB in its description of these. We find that all options within the LP which require release of Green Belt will, at least to some degree, cause these adverse impacts upon the AONB's setting, and thus the AONB itself.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21296
<b>Full Name</b>	Sarah Lightfoot
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I strongly support the Chiltern Countryside Group's submission regarding the Green Belt and AONB (below)</p> <p>6.v. It is accepted as essential for health, well-being and quality of life that green, open spaces are incorporated into the built environment. We find and welcome creation of SANGs within the urban setting where they are most appropriate, rather than as replacement of existing high-quality green landscapes and publicly accessible countryside. Hemel Hempstead would benefit from these, whereas the smaller settlements of Berkhamsted and Tring would lose the quality of green countryside and access which they already enjoy.</p> <p>6.vi. The impact of development upon the setting of the Chilterns AONB would be minimised.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21302
<b>Full Name</b>	Antony Harbidge
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please accept this email as a formal response from both myself and my wife, as separate individuals, to your consultation. My e-mail address is used on the DBC portal for the official BRAG response but this is our personal response to the consultation.</p> <p>Naturally we agree fully with BRAG's response (copy attached) and request you duplicate them individually under our separate names for the purposes of any analysis/reports generated from this consultation.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b> <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p>



	<p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21348
<b>Full Name</b>	Helen Kington
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

**Your response - Please add your response here**

Please accept this email as a formal response from both myself and my wife, as separate individuals, to your consultation. My e-mail address is used on the DBC portal for the official BRAG response but this is our personal response to the consultation.

Naturally we agree fully with BRAG's response (copy attached) and request you duplicate them individually under our separate names for the purposes of any analysis/reports generated from this consultation.

**BRAG response to Question 1 (please note full document is attached to Q46)**

**Question 1** *Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?*

**No**

- This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments
- Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections
- We do not agree with the conclusions made for the 'Rejected Options' in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum's numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions made
- Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated

**Include files**

<b>Number</b>	Question 1
<b>ID</b>	LPIO21397
<b>Full Name</b>	James Good
<b>Company / Organisation</b>	Angle Property Limited
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><i>Question 1: Do you agree with the conclusions reached in the Sustainability Appraisal Working Note that accompanies this Issues and Options document?</i></p> <p><u>Response:</u></p> <p>No</p> <p><u>Details:</u></p> <p>The draft Plan is based upon multi-dimensional options. Seven growth options are set out in a table beneath paragraph 10.4.2, which reflect three different potential growth rates and three potential approaches to distribute such growth.</p> <p>The authors of the Sustainability Appraisal recognise that the high level assessments that they have undertaken on these multi-dimensional options, results in a large amount of uncertainty relating to the prediction of the likely effects of each option. This is reflected in the findings of the Sustainability Appraisals / Strategic Environmental Assessment. Accordingly, the weight given to the sustainability Appraisal should, at this stage, be very limited.</p> <p>For the reasons set out in other representations, APL support Option 2C which we consider provides a balanced approach to development, and is the most sustainable way to meet the housing needs of the district. The Sustainability Appraisal should be kept under review as the approach to the Plan, in terms of the seven options, becomes clearer.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21441
<b>Full Name</b>	Majesticare Limited
<b>Company / Organisation</b>	Majesticare Ltd
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	9. The schedule of site appraisals SA working note document (October 2017) ("SA workingnote") correctly identifies that development at the site Be-h8 will have a positive effect on:

- Community cohesion;
- Housing;
- Economy; and
- Employment

10. However, we strongly disagree that the site will have a significant negative effect on landscape or a negative effect on biodiversity or soils. The SA working note states that the development of the site would have an effect on the character of the AONB designation, but our initial landscape research and assessment suggests that the site could be developed in a sympathetic manner to accommodate a high quality care home that would enhance the local landscape.

11. The belt of trees along the eastern section of the northern site boundary, i.e. closest to the existing building, is particularly tall and robust and provides a high degree of enclosure to external views. It is envisaged that the new care home building on this site would replace the existing golf driving range in the eastern part of the site, i.e. the area with the highest degree of visual containment and closest to the existing hospice buildings

12. It is also envisaged that the building would have a staggered height profile and would be set within well-vegetated grounds, which are a characteristic feature of any care home. Supplementary structural planting in the form of native trees and shrubs would be established to enhance the site vegetation framework. Only a small proportion of the site would be occupied by new built form. The remaining parts would be occupied by an gardens and amenity space for the care home, and various vegetation types for landscape and ecological enhancement.

13. This outdoor amenity area is likely to include a new area of peripheral woodland that would, in accordance with the strategy for the Wigginton and Ashlyns LCA, enhance the local landscape. New native tree/shrub planting in the remaining parts of the site would also conserve and enhance the character of views from the adjacent public byway and further enclose potential highly filtered views from the valley to the north. This integration approach is in accordance with one of the guidelines for managing landscape change in the Dacorum Borough Landscape Character Assessment, i.e. to *“ensure that built development and storage areas both in the area or adjacent to it are integrated through the use of native tree and shrub species and the creation of hedging and/or planting to the perimeter”*.

14. The site has a high capacity in landscape and visual terms, through sensitive development master planning, to accommodate a new, high-quality care home and associated grounds. It can be accommodated, in a similar manner to the adjacent hospice, whilst not adversely affecting the character and quality of the local landscape. The proposed development on this site would be well-integrated into the local landscape and the proposed supplementary vegetation would not only enhance local landscape character but enhance connectivity with the Local Wildlife Site to the South

**Include files**

<b>Number</b>	Question 1
<b>ID</b>	LPIO21457
<b>Full Name</b>	Audley Court Ltd
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>6. We have considered the following documents in conjunction with the Issues and Options consultation documents:</p> <ul style="list-style-type: none"> <li>• The Schedule of Site Appraisals Sustainability Appraisal Working Note (October 2017);</li> <li>• The Schedule of Set Appraisals (for Large Greenfield Sites) (October 2017) Draft; and</li> <li>• Issues and Options Sustainability Appraisal Working Note (October 2017).</li> </ul> <p>7. With regards to the Schedule of Site Appraisals Sustainability Working Note (October 2017), we agree that development on the site will have a positive effect on the following:</p> <ul style="list-style-type: none"> <li>• Climate Change;</li> <li>• Health and Wellbeing;</li> <li>• Sustainable Locations;</li> <li>• Community Cohesion;</li> <li>• Housing;</li> <li>• Economy; and</li> <li>• Employment</li> </ul> <p>8. The site is a suitable location for future development as it is located on the edge of the town, being just 1300m from the town centre of Berkhamsted. The Council has correctly acknowledged that the site, although it is located out of centre, does have a legible and relatively flat route to the town centre with all shops, and services accessible by foot or bicycle. This reduces the need to travel by car, and in turn decrease greenhouse gas emissions, and improves health and wellbeing. The site can contribute to specialist housing needs across the Borough, and also employment and the local economy, as Audley wish to develop a high quality Care Community on the site. All of these factors assist in improving community vibrancy and vitality within Berkhamsted</p> <p>9. The northern half of the site is located within Flood Zones 2, 3a and 3b with the rest of the site being located within Flood Zone 1, however from our initial Flood Risk Assessments, we do not agree that development of the site will cause a “significant negative effect” on flood risk and consider that this can be effectively managed on site.</p> <p>10. Within the Flood Risk Assessment (FRA) for a neighbouring site, New Lodge, Bank Mill Lane Berkhamsted application reference: 4/01115/12/MFA it states that the Environment Agency</p>

	<p>officers have indicated that no significant flooding events have been recorded for the site and surrounding areas. Similarly, the FRA also states that British Waterways hold no records of flooding of the Grand Union Canal in the vicinity of the site. Site specific modelling and a review of the existing data set would be necessary. However the FRA for the application 4/01115/12/MFA at New Lodge, Bank Mill Lane concludes that the site and surrounding area is not at risk from flooding from any of the sources identified in the National Planning Policy Framework (“the Framework”). The FRA for New Lodge, Berkhamsted can be read in full on the Dacorum Borough Council website under the application reference 4/01115/12/MFA.</p> <p>11. We therefore do not consider that the proposed development of a high quality CareCommunity will place future residents at risk of flooding and will not increase flood risk to the surrounding</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21528
<b>Full Name</b>	Mrs Valerie Silverton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have read the proposals and strongly agree BRAG’s responses.</p> <p><b>BRAG response to Question 1 (please note full document is attached to Q46)</b></p> <p><b>Question 1</b>      <i>Do you agree with the conclusions reached in the Sustainability Appraisal working notes that accompanies this Issues and Options document?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have an ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</li> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can</li> </ul>

	<p>only be negative regardless of size and the larger the development the greater the negative effect</p> <ul style="list-style-type: none"> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21585
<b>Full Name</b>	Mr Charlie and Claire Laing
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>My name is Charlie Laing and I am a resident of Tring and a member of the Grove Field Residence Association. I am writing to you on behalf of my wife and I to raise our concerns over some of the options proposed in Dacorum’s New Single Local Plan (to 2036).</p> <p>I enclose a copy of a report that a planning consultant submitted to Dacorum on behalf of the Grove Fields Residents Association on Monday 11th December, of which I fully support. After the last town hall meeting, it is clear this report is very closely aligned with the views of Tring Town Council.</p> <p><b>GFRA Response to Question 1, full document attached to question 46</b></p> <p>We consider that the approach to the working note is in principle suitable to form the basis of consideration for the Issues and Options paper.</p> <p>The approach to defining sustainable development, by way of the three arms of sustainability (Environment,</p>

	<p>Economy and Social Community) is consistent with Paragraph 7 of the National Planning Policy Framework<sup>1</sup> which is considered to be the most suitable and robust definition available to describe sustainable development.</p> <p>The consideration of strategic environmental assessment, together with habitats regulation assessment is considered particularly pertinent given the expanse of protected green land that makes up the Borough and the approach that has been taken to these assessments, with regard to provision and identification of significant and likely effects is considered a responsible approach to underpin emerging policies, plans and allocations within the Local Plan to make sure they are robust to challenge.</p> <p>1 Paragraph 7, National Planning Policy Framework (2012)</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21707
<b>Full Name</b>	Roger Saller
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. Having lived in Berkhamsted since the beginning of this century, I feel that I have a unique perspective on what made the town attractive and what is now at risk.</p> <p>The exercise is flawed and overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated. The cumulative impact of development on several small Green Belt sites is ignored. Development on Green Belt cannot offer any net "environmental enhancements", the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p>BRAG response</p> <ul style="list-style-type: none"> <li>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on</li> </ul>



	<p>sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21740
<b>Full Name</b>	Mr and Mrs Graham and Debbie Clarke
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	We note your grid of assessment in the Site Appraisals SA Working Note, summarising each site against a number of SA Objectives. This could imply that each SA Objective carries equal weight. Whilst we agree that these are all valid aspects to consider, different stakeholders would regard some as more important than others. We assume that virtually all options have the potential to impact SA13 (Housing) and SA15 (Employment). As a local resident, we particularly want

	<p>to draw you attention to the following which I believe should carry particular high weight:</p> <ul style="list-style-type: none"> <li>• Incompatibility with the Chilterns Management Plan 2014-19 (with a time period still to run). <ul style="list-style-type: none"> <li>• Likely incongruity of style and appearance to the immediate environment, given the number of homes proposal in the</li> </ul> </li> <li>• Safety, increased noise and traffic, particularly into</li> <li>• Absence of local infrastructure to support the new residents, adversely affecting the whole area</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21816
<b>Full Name</b>	W Lamb Ltd
<b>Company / Organisation</b>	W Lamb Ltd
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>• For the reasons discussed in response to Question 46 we disagree with some of the conclusions reached within the Sustainability Appraisal working note which accompanies the draft Schedule of Site Appraisals. See response to Question 46 for further details</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21842
<b>Full Name</b>	W Lamb Ltd
<b>Company / Organisation</b>	W Lamb Ltd
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><i>Schedule of Site Appraisals: Sustainability Appraisal Working Note</i></p> <ul style="list-style-type: none"> <li>• The accompanying Sustainability Appraisal Working Note to the DSSA (prepared by TRL on behalf of Dacorum Borough Council) includes a separate assessment of the Shendish site (site ref: HH-h3) with regards to the significance criteria that Dacorum has used to provide their</li> </ul>

Sustainability Assessment reproduced in Table 3 below.

*Table 3 – Significance criteria*

### **Significance Assessment**

#### **Description**

üü

The option is likely to have a significant positive effect

ü

The option is likely to have a positive effect which is not significant

?

Uncertain – It is uncertain how or if the option impacts on the SA/SEA objective

–

Neutral – The option is unlikely to impact on the SA/SEA objective

û

The option is likely to have a negative effect which is not significant

ûû

The option is likely to have a significant negative effect

ü / û

The option is likely to have some positive and some negative effects, none of which are significant

- Table 4 sets out TRL's assessment of the site before presenting W Lamb Ltd's response to TRL's assessment, where Table 4 also provides W Lamb Ltd's own conclusion in respect of the significance criteria for each SA objective based on its own evidence base, focussed on the land being promoted for development at **Appendix 2**.

*Table 4 – W Lamb Ltd's response to TRL's SA assessment of land at Shendish*

### **SA**

#### **Objective**

#### **TRL's**

#### **Assessment**

#### **Response on behalf of W Lamb Ltd**

#### **W Lamb Ltd's Assessment**

SA1:

Biodiversity

û

Conclusion not accepted. Whilst development of the promoted area would result in the loss of some greenfield land, this is no different to the other large greenfield sites assessed in the DSSA, which have been assessed as 'ü / û'. The area of ancient woodland the SA refers to is to the north of Shendish Manor and therefore would not be affected by development of the area promoted at

## Appendix 2.

ü / û

### SA

#### Objective

#### TRL's

#### Assessment

#### Response on behalf of W Lamb Ltd

#### W Lamb Ltd's

#### Assessment

SA2:

Water

?

Conclusion accepted in respect of HH-h3 but not for HH-h1a, HH-h1b and HH-e1. The Groundwater Protection Zone will need to be considered as part of any future planning application on the site. EA maps indicate that all the Hemel Hempstead sites fall within a Groundwater Protection Zone, however this is only referenced in the SA for sites HH-h2 and HH-h3 which is inconsistent.

?

SA3:

Flood Risk

–

Conclusion accepted. The site is located in Flood Zone 1 and is therefore at the lowest risk of flooding. Given the size of the site, any future application would be accompanied by a comprehensive FRA to ensure that, where applicable, flood risk from all sources is managed appropriately.

–

SA4:

Climate Change

ü

Conclusion not accepted. TRL's recognition of the site's proximity to local facilities in Apsley is supported, along with the assessment that the site's proximity to the railway station could help encourage travel by public transport, and we consider this to be a significant positive effect. No other greenfield site promoted on the edge of Hemel Hempstead has been assessed as having a positive effect in respect of climate change.

üü

SA5:

Air Quality

û

Conclusion not accepted. The SA identifies that the sustainable location of the site may reduce the need to travel by car, which would have a positive impact on air quality compared to other sites. The potential impact of

additional trip generation on the existing AQMA would be dealt with as part of a comprehensive transport strategy for the site and mitigated appropriately, to ensure the site would not have a negative impact on air quality.

û / û

## **SA**

### **Objective**

### **TRL's**

### **Assessment**

### **Response on behalf of W Lamb Ltd**

### **W Lamb Ltd's**

### **Assessment**

SA6:

Soils

û

Conclusion accepted. The majority of the site is not in agricultural use. It is acknowledged that the development of the site will result in the permanent loss of greenfield land, however the need for development of greenfield sites to meet the housing requirement is acknowledged by the Council, given that insufficient brownfield sites exist to meet the housing needs.

û

SA7:

Resource efficiency

?

Conclusion accepted. The site is located on the very edge of the sand and gravel belt. It is recognised that the development of the site would sterilise a potential mineral reserve here however this should be balanced against the sustainable location of the site given the pressing

need for new housing.

?

SA8: Historic environment

?

Conclusion accepted. The area proposed for allocation is set away from existing heritage assets on the site. Given the existence of these heritage assets on the wider site however an uncertain effect is recorded.

?

SA9:

Landscape

û

Conclusion not accepted. Development of any greenfield site would extend Hemel Hempstead into the countryside. The reduced area proposed for allocation has been selected to ensure there will be no detrimentally negative impact on the parkland setting of

Shendish Manor and also provides the opportunity for further structural planting to strengthen some landscape areas.

ü / û

## **SA**

### **Objective**

#### **TRL's**

#### **Assessment**

#### **Response on behalf of W Lamb Ltd**

#### **W Lamb Ltd's**

#### **Assessment**

SA10: Health and wellbeing

ü / û

Conclusion not accepted. The site is located near local facilities and the area proposed for allocation is on the lower lying area of the site, so occupiers are unlikely to be discouraged from walking due to site topography. Potential exists for potential positive impacts through increased accessibility to the retained 9 hole golf course. Proximity to the railway station and local services also increases the opportunity for walking instead of using cars for short journeys.

ü

SA11:

Sustainable locations

ü

Conclusion not accepted. The SA records a positive effect but makes no reference to the proximity of the site to Apsley Railway Station in respect of SA11. Given this and the conclusions in respect of SA4 above, it is considered that the site has potential to have a significant positive effect in terms of comprising a sustainable location for development compared to other greenfield sites around Hemel

Hempstead.

üü

SA12:

Community cohesion

ü

Conclusion accepted. It is agreed that providing additional housing and contributions towards wider infrastructure improvements for the town will help to maintain community vibrancy and vitality.

ü

SA13:

Housing

ü

Conclusion not accepted. Development of the site would provide a large amount of new housing, including the potential to deliver 40% affordable housing. This is considered to comprise a significant

	<p>positive effect.</p> <p>üü</p> <p>SA14:</p> <p>Economy</p> <p>ü</p> <p>Conclusion accepted. It is agreed that the resulting increase in the number of local residents would make local facilities and amenities more viable.</p> <p>ü</p> <p><b>SA</b></p> <p><b>Objective</b></p> <p><b>TRL's</b></p> <p><b>Assessment</b></p> <p><b>Response on behalf of W Lamb Ltd</b></p> <p><b>W Lamb Ltd's</b></p> <p><b>Assessment</b></p> <p>SA15:</p> <p>Employment</p> <p>ü</p> <p>Conclusion accepted. It is agreed that provision of new housing would help the local economy and encourage provision of local services, thereby supporting local job creation and retention.</p> <p>ü</p> <p>As illustrated in Table 4, general support is given to many of TRL's conclusions in respect of the performance of the site at Shendish against the 15 criteria considered in the SA Working Note. In light of the reduced area that is proposed for allocation however we have reached differing conclusions on several of the objectives compared to TRL's assessment, which have resulted in a more positive and/or definite impact.</p> <p>Overall, our Sustainability Appraisal above therefore strongly supports the allocation of the land proposed for allocation at <b>Appendix 2</b> for new housing development, as promoted by W Lamb Ltd.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO21868
<b>Full Name</b>	Louis Quail
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

Your response - Please add your response here

Please see attached letter from the Berkhamstead residents Action group which I support whole heartedly , its quite sad that we are considering building on greenbelt land which belongs to our children and theirs because of political pressure, and while we still have not explored many other options. For example why is there a lights off building culture in London where it is considered ok to build houses that are then left empty. The point being the augment for building on greenbelt land should only be one of last resort , there are plenty of other options left before launching off this one way route .

Berkhamsted Residents Action Group response:

- This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that, Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.
- Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.
- Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.
- Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.
- We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)
- The cumulative effects of developments have not been assessed thus undermining any conclusions made.
- Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.

Include files

Number

Question 1



<b>ID</b>	LPIO21912
<b>Full Name</b>	Thomas and Margaret Ritchie
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have not completed the full consultation document but my wife and my views are completely in line with the comprehensive return made by Berkhamsted Town Council.</p> <p>Berkhamsted Town Council's response:</p> <p>Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</p> <p>Any new facilities within larger edge-of-town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the market towns. This is a fact that DBC stressed at the previous Examination.</p> <p>The cumulative effects of developments have not been assessed. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed and catered for.</p> <p>Berkhamsted has the most “negative but not significant” sites many of which are in close proximity to one another and to ongoing and planned developments.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22016
<b>Full Name</b>	Gallagher Estates
<b>Company / Organisation</b>	Gallagher Estates
<b>Position</b>	
<b>Agent Name</b>	Mrs Hanna Staton
<b>Company / Organisation</b>	Pegasus Group
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	The conclusions reached by the Sustainability Appraisal are generally agreed. It is accepted that Options 1 and 2 will have less of an environmental impact, however, they will not meet the social and economic needs. Only

	<p>Option 3 can provide the number and range of homes to meet the future needs of the Borough, as identified by the Standard Methodology. The environmental impact of Option 3, however, can be controlled as suggested on page 22 of the Sustainability Appraisal working note through ‘the local and characteristics of the sites selected to deliver the housing growth, as well as the controls provided by the other policies in the Local Plan, in particular the development management policies’. It is highly important that the necessary evidence is prepared to inform the Council as to how it can best locate development and identify policies to control it in a sympathetic and appropriate manner.</p> <p>It is noted that the vision and objectives indicate a settlement hierarchy, which is to maintain the focus of growth on the three towns. There is concern that setting this out at the beginning predetermines the number of homes to be delivered and where they are to go. Surely this objective, whilst it is a logical aspiration, can only be arrived at following deciding upon the number of homes and development strategy. Given this ‘chicken and egg’ position, it will be appropriate to update the vision and objectives the future policies the Council proposes</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22116
<b>Full Name</b>	Crest Nicholson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	Sarah Moorhouse
<b>Company / Organisation</b>	Lichfields
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>We consider that the level of analysis within this is commensurate with the early stage that the evidence base and local plan process are at and the recognition (LPIAO SA Working Note pg 22) that there are “<i>current high levels of uncertainty.</i>”</p> <p>We are concerned that elements of the analysis are flawed in undertaking a too simplistic approach (for example a tick / cross box analysis) of complex issues and that the elements of the sub-options that they consider (e.g. the differing apportionment of housing growth to Dacorum) are inconsistent for the reasons set out in section 4.0 of our Land at Blegberry Gardens, Berkhamsted (Site Be-h6) - Representations to Dacorum’s New Local Plan: Issues and Options (Nov 2017) document by Lichfields on behalf of Crest Nicholson Chiltern.</p>
<b>Include files</b>	<a href="#">Sarah Moorhouse Crest Nicholson-15426 Land adj. to Blegberry Gdns, Berkhamsted Reprs (13.12.17).PDF</a>
<b>Number</b>	Question 1

<b>ID</b>	LPIO22117
<b>Full Name</b>	Mrs Hayley Gillard
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22161
<b>Full Name</b>	Mr Peter Gillard
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22205
<b>Full Name</b>	Miss Sophie Gillard
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22253
<b>Full Name</b>	Bruce Morris
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

Your response - Please add your response here

It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.

**We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)**

The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.

**Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)**

#### **Sustainability**

- The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:

- a. The Ivy House Lane site itself is difficult to access.
- b. HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.
- c. Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:  
*Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.*
- d. Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.
- e. Cars will be the predominant mode of transport to and from the Ivy House Lane site.

f. The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other

	<p>“grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22257
<b>Full Name</b>	Mr & Mrs Hutton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p> <p><b>Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] (as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)</b></p> <p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant: <ul style="list-style-type: none"> <li>a. The Ivy House Lane site itself is difficult to access.</li> <li>b. HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</li> </ul> </li> </ul>

	<p>c. Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>d. Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>e. Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>f. The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22261
<b>Full Name</b>	Mr & Mrs Gray
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not</p>

consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.

**Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] (as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)**

**Sustainability**

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b. HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.

c. Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:

*Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.*

d. Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.

e. Cars will be the predominant mode of transport to and from the Ivy House Lane site.

f. The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.

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- 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1022265
<b>Full Name</b>	Mr & Mrs Shaw

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p> <p><b>Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)</b></p> <p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant: <ul style="list-style-type: none"> <li>a. The Ivy House Lane site itself is difficult to access.</li> <li>b. HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</li> <li>c. Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that: <i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></li> <li>d. Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</li> </ul> </li> </ul>



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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22269
<b>Full Name</b>	Mr & Mrs Morris
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p> <p><b>Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] (as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)</b></p> <p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not</li> </ul>

	<p>significant". We disagree. The negative effects are in fact significant:</p> <p>a. The Ivy House Lane site itself is difficult to access.</p> <p>b. HCC's Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>c. Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that: <i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>d. Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>e. Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>f. The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree "seal" the soil. Some water may be diverted into soakaways but the road run-off and other "grey" water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector's Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council's sustainability objectives. He agreed with the site's low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1022273
<b>Full Name</b>	Hassan & Caroline Farran & Jarrett
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure

and the site assessments appear to underestimate the issues and over promise the mitigations.

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- 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He

	agreed with the site's low sustainability score (the lowest of all the sites considered).
Include files	
Number	Question 1
ID	LPIO22277
Full Name	Mr & Mrs de Lisle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p> <p><b>Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] (as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)</b></p> <p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>The Site Appraisal refers to the Ivy House Lane site having a "negative effect which is not significant". We disagree. The negative effects are in fact significant: <ul style="list-style-type: none"> <li>a. The Ivy House Lane site itself is difficult to access.</li> <li>b. HCC's Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</li> <li>c. Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that: <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the</i></p> </li> </ul> </li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22281
<b>Full Name</b>	Adam & Ruth Trigg & Barrett
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22285
<b>Full Name</b>	Mr & Mrs Henderson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p> <p><b>Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] (as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)</b></p> <p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant: <ul style="list-style-type: none"> <li>a. The Ivy House Lane site itself is difficult to access.</li> <li>b. HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</li> <li>c. Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that: <i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></li> <li>d. Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</li> <li>e. Cars will be the predominant mode of transport to and from the Ivy House Lane site.</li> <li>f. The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will</li> </ul> </li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22289
<b>Full Name</b>	Mr & Mrs McGregor
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p> <p><b>Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] [REDACTED] as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)</b></p> <p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant: <ul style="list-style-type: none"> <li>a. The Ivy House Lane site itself is difficult to access.</li> </ul> </li> </ul>



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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22293
<b>Full Name</b>	Mr& Mrs Adams
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison</b> [REDACTED]</p>

██████████ (as coordinator on behalf of residents of Ivy House Lane). (see below)

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**Include files**

Number	Question 1
ID	LPIO22297
Full Name	Mr & Mrs Butcher
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p> <p><b>Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)</b></p> <p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant: <ul style="list-style-type: none"> <li>a. The Ivy House Lane site itself is difficult to access.</li> <li>b. HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</li> <li>c. Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that: <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> </li> <li>d. Topography and distance limit foot access to the town and its schools and other amenities to those physically</li> </ul> </li> </ul>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22301
<b>Full Name</b>	Emma & Elizabeth Pemberton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p> <p><b>Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] (as coordinator on behalf of residents of Meadway). We agree with their</b></p>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22305
<b>Full Name</b>	Mr & Mrs Ostle
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<b>Mr &amp; Mrs Ostle:</b>

We agree with learned views expressed by Neil Aitchison BSc FRICS, Sharon Van Vlymen, Philip Jones and Bruce Morris representing respectively the majority of all residents of Ivy House Lane, Meadway, Hunters Park and the bridletrack off Gravel Path commonly known as the Common.

**Neil Aitchison and Philip Jones:**

The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites as set out in the Ove Arup report and could have been released as an alternative.

There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable.

*1.Past Inspectors Decisions*

In the statement at Appendix A, I have set out a reasoned assessment of what has been said previously in relation to this site by a member of the Planning Inspectorate. To summarise previous assessments have considered the effect on the Green Belt to be significant. Further that other sites which are still in part undeveloped would be more suitable for development The TRL assessment does not really drill down into the detail of each site as to the ways in which shortcomings can be overcome or linked together with other sites to produce better infrastructure, bus services and other amenities on a holistic basis.

**2. Highways**

TRL have not considered the serious constraints on highway access to this site. The developer cannot easily solve these as they do not control the key properties required for access but even if they were able to widen the Lane it would ruin the rural character with lighting but would still not solve the problems of the access bridges or junctions. Further this destroys the argument over the defensible boundary to the AONB. It is not only vehicles from the site that are a problem but also delivery vehicles from e-commerce.

*3.Density*

The proposal is for 150 dwellings including 40% affordable. Apart from this being an inaccessible site for affordable housing if it were included, it would be visually very prominent and would be visible not only to residents but from the wider Green Belt area. The proposed density is not sustainable of traffic grounds.

#### *4. Landscaping*

Even if a landscaping belt were planted on the eastern edge of the field due to the contours the development cannot be screened. Trees would require to be of an unsustainable height and even a modest screen would take 20 years to mature. The developers do not control the remaining trees and hedges on the edge of the site.

#### *5. Public Transport*

The limited 3 x daily bus service, we would challenge as being inadequate but it is not near the site and a diversion is unlikely based on the needs of Petton End and Castle Village.

#### *6. Schools.*

The majority of schools in Berkhamsted are all north of the Canal except Bridgewater School which is over 1 mile distant. The nearest primary school is Swing Gate Lane which arguably cannot be safely reached over the existing highway network.

#### *7. Access to Employment*

There is little local employment left in Barkhamsted other than local services and two small industrial estates off Billett Lane, therefore the likely residents of a scheme here will be car borne commuters to the wider area surrounding defeating sustainability criteria.

#### *8. Social Cohesion*

An isolated new community with no joined up infrastructure or facilities is unlikely to encourage social cohesion.

#### **9. Green Belt**

Development of this prominent site would expand Berkhamsted into the countryside on the east edge of the town is acknowledged. The site is also immediately opposite the Chilterns Area of Outstanding Natural Beauty and there is an argument regarding the setting of this. However loss of amenity to existing residents is not mentioned and is a factor to consider in this particular case. Furthermore the Council have failed to recognise its own established Residential Area Character Study carried forward from the last District Plan which identified that the area is characterised by low density detached housing. A rough estimate by Hunters Park residents is that if the subject site were developed to the same density it would only support the development of less than 50 detached houses.

We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that there are other sites being offered where sustainability issues could be better addressed with less impact on the Green Belt

The Council should be considering locations where a holistic approach can be taken to dealing with a large influx of new homes by planning improved infrastructure transportation, access to schools, transport nodes and other needed services. This should be done on a "top down - bottom up" approach. The TRL report cannot be relied on as it is too superficial. The existing proposals are a paste up of an undirected Call for Sites and a weak

assessment regime that offers restricted choices in the Issues and Options Assessment

The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.

**Van Vlyman:**

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  - 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).

**Morris**



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Include files	
Number	Question 1
ID	LPIO22309
Full Name	Mr & Mrs Wotherspoon
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p> <p><b>Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] (as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)</b></p> <p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant: <ul style="list-style-type: none"> <li>a. The Ivy House Lane site itself is difficult to access.</li> <li>b. HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</li> </ul> </li> </ul>

	<p>c. Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>d. Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>e. Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>f. The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22313
<b>Full Name</b>	Mr & Mrs Champion
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not</p>

consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.

**Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] (as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)**

**Sustainability**

- The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:

a. The Ivy House Lane site itself is difficult to access.  
 b. HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.

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*Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.*

d. Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.

e. Cars will be the predominant mode of transport to and from the Ivy House Lane site.

f. The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.

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- 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22317
<b>Full Name</b>	Mr & Mrs Mitchell

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p> <p><b>Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] (as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)</b></p> <p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant: <ul style="list-style-type: none"> <li>a. The Ivy House Lane site itself is difficult to access.</li> <li>b. HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</li> <li>c. Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that: <i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></li> <li>d. Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</li> </ul> </li> </ul>

	<p>e. Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>f. The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22321
<b>Full Name</b>	Mr & Mrs Eustace
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.</p> <p><b>We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p> <p><b>Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] (as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)</b></p> <p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>• The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not</li> </ul>

	<p>significant". We disagree. The negative effects are in fact significant:</p> <p>a. The Ivy House Lane site itself is difficult to access.</p> <p>b. HCC's Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.</p> <p>c. Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that: <i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>d. Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>e. Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>f. The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree "seal" the soil. Some water may be diverted into soakaways but the road run-off and other "grey" water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector's Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council's sustainability objectives. He agreed with the site's low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1022325
<b>Full Name</b>	Mr & Mrs Rasiah
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	In this regard I support the succinct statements made by Mr.Neil Aitchison representing residents of Ivy house Lane, Mr.Phillip Jones representing the Hunters Park residents and Mr.Bruce Morris representing primarily the residents of Brackenhill and would urge Council to consider their weighted evidence.

**Bruce Morris' response:**

It is our view that the consultant reviews and initial screening of the options is superficial and confirmation biased. This undermines the process being followed. The process appears to ignore the impact of the cumulative development on the existing infrastructure and the site assessments appear to underestimate the issues and over promise the mitigations.

**We also concur with the planning related issues that have also been raised by Mr N Aitchison [REDACTED] [REDACTED] (as coordinator on behalf of residents of Ivy House Lane). (see below)**

The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.

**Lastly we draw your attention to the density issues raised with Dacorum Borough Council by Mrs Sharon Van Vlymen [REDACTED] (as coordinator on behalf of residents of Meadway). We agree with their submissions and trust that they will be considered with due weighting. (see below)**

**Sustainability**

- The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:

a. The Ivy House Lane site itself is difficult to access.

b. HCC's Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.

c. Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:

*Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.*

d. Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.

e. Cars will be the predominant mode of transport to and from the Ivy House Lane site.

f. The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other

“grey” water should not be allowed to percolate to the aquifer.

- We also refer to para. 21.6 of the Inspector’s Report in 200
- 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).

**Philip Jones' response:**

- Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.
- There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-

*1. Biodiversity*

This is acknowledged to be a potential problem and loss of habitat.

*2. Water*

- 1 There is no commentary about the existence of main services and our suspicion is that main services would have to be brought into this site as it is known that the existing housing in Ivy House Lane only provided for the current level of development.
- 2 There is no public sewer in Ivy House Lane and existing houses are served by soakaway. There is a six inch foul sewer which runs from Hunters Park through the valley but because it cannot cope with current volumes it frequently causes blockages in connecting pipes in Hunters Park and would be inadequate in its size to cope with the additional proposed development of up to 150 units.



### *3.Flood Risk*

The central area of the field already floods during wet periods and we suspect that the acreage, if it were developed, would have to be substantially reduced to allow for a balancing lake at a low point in the land to collect the surface water run-off. This would reduce the net developable area substantially, possibly taking up a large area of land which would have to be fenced off for safety reasons.

### *4.Climate Change*

This refers to buses within 300 metres (should be 0.3 miles?) of the site, however, the service is too infrequent to serve the number of proposed dwellings or to deal with traffic movements. It is likely that all the residents would be car users and those that aren't would be isolated by the fact of there being no public footpaths within the vicinity affecting walking to the nearest bus stop and certainly no safe access for schools for children.

### *5.Air Quality*

Undoubtedly the site would diminish the air quality that is currently enjoyed due to the inaccessibility of public transport and the contours involved in the adjoining roads.

### *6.Soil*

No comment at this stage

### *7.Resource Efficiency*

No comment at this stage

### *8.Historic Environment*

The site does not have any historic significance but the boundaries of the Green Belt in this area have been effectively maintained since 1947.

### *9.Landscape*

Development of this prominent site would expand Berkhamsted into the countryside on the east edge of the town is acknowledged. The site is also immediately opposite the Chilterns Area of Outstanding Natural Beauty (AONB) and there is an argument regarding the setting of this. However loss of amenity to existing residents is not mentioned and is a factor to consider in this particular case. Furthermore the Council have failed to recognise its own established Residential Area Character Study carried forward from the last District Plan which identified that the area is characterised by low density detached housing. A rough estimate by Hunters Park residents is that if the subject site were developed to the same density it would only support the development of 45 houses and not 150 houses. Proposals by Dacorum Borough Council for affordable housing would therefore be a very dense level at 40% of the site effectively getting on for half the site area and because of this very built urban form of terraced and flatted development would result in a large chunk of visual intrusion being added to what is a semi-rural area at present, notwithstanding the traffic and other problems likely to be associated with it. These factors relating to density and design constraints have been totally ignored in the analysis.

### *10.Health and Wellbeing*

The site does not offer immediate access to schools, railway station or town centre and would undoubtedly result in car traffic using a single width lane without footpaths, with dangerous railway and canal bridges and generally filtering through the existing unsustainable road network. This site together with the allotments at the foot of Ivy House Lane, were rejected in the last District Plan enquiry of Dacorum Borough Council by an Inspector.

#### *11.Sustainability*

It is acknowledged that the site has poor accessibility to local facilities especially primary schools. The nearest primary school is at Swing Gate Lane which would involve walking along Ivy House Lane, then George Street and across the Canal into Greene Walk and then onto the school. The only other method of getting to the school would be via car transport either crossing over the narrow canal bridge at Bank Mill or at the end of heavily congested George Street and then the busy tight canal bridge on Gravel Path.

Secondary schools in Berkhamsted, other than part of Berkhamsted School, are all located on the southern side of the town which is better served with road access both to the A41 bypass and to the High Street and facilities. Bus service access is superior on the southern side of the town. Other sites identified are offering improvements to these facilities on the south side of the town.

#### *12.Community Cohesion*

It is unclear what type of community would and could be developed in this relatively isolated location and how it could relate to either, the immediately surrounding development or, the facilities in the town to represent a sustainable form of development. It would be either, higher density thereby making better use of the land and providing affordable homes but generating significant traffic in an unsustainable location putting pressure on facilities where it is not in a location to deliver any or, it would be lower density and therefore not justify the loss of this Green Belt site.

Currently the primary driver for the town population is to find work elsewhere and use it as a commuter dormitory which is largely what has happened for the last 20-30 years. The consequence of this is that access to the station and to bus services is more crucial in terms of sustainability than previous and therefore the Council should give priority to those sites which are better located.

#### *13.Housing*

It is questionable in design terms that the proposed density could be achieved without major detrimental visual impact and has randomly ignored the design constraints of this edge of town location. Further consideration of this location is inappropriate for the reasons already stated.

#### *14.Economy*

This scheme will not achieve any more than would be offered elsewhere in the Dacorum Area.

#### *15.Employment*

	<p>This development will do nothing for developing the skills of Berkhamsted. Access to broadband is an issue in this area and there would be no improvement to local education or services and just more delivery traffic. This section could be applied to any site and is not site specific and therefore irrelevant and inappropriate in such a detailed consideration.</p> <p><i>Conclusion on Superficial Analysis</i>  From the Council summation of the Ivy House site located at pages 44-47 of the Schedule of Site Appraisals October 2017, the only suggestion the promoter has made is to improve cycle/footpath links and the whole question of new infrastructure provision is totally ignored. Their submission lacks the credibility, deliverability and cohesion of other sites offered in the "Call for Sites".</p> <p>1 We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that sustainability issues could be better addressed with less impact on the Green Belt.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22328
<b>Full Name</b>	Philip Jones
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>No. At the Options <i>conclusion</i> level we endorse Berkhamsted Town Council's (BTC) response. The result of applying the <b>SA/SEA</b> methodology in some instances is unnecessary as the validity of the <i>Option</i> is highly questionable. For example Option 3 is extreme <i>with</i> limited rationale <i>and</i> conclusions are not necessary. <b>At</b> least one other <i>higher</i> house <i>building Option</i> above the <i>Current Plan</i> (Urban capacity <i>Option?</i>) would have merited <i>consideration</i>. <i>Option</i> 1 and 2 subsets appear to be biased and <i>inconsistent</i> particularly <i>with</i> location distributions having <i>misleading headings</i> (see Options <b>1A</b>, 1C and 2C). Option subsets appear to have been chosen based on developer's available <i>Call for Sites</i> rather than sound town planning reasons.</p> <p>At the <i>Site Appraisals conclusion level</i> and as applied to Be-h3 IvyHouse Lane <i>please</i> see comments on pages 4 through 6 of the <i>Planning Statement Section C below</i>. In <i>summary</i> the exercise is wasteful as key data is <i>excluded</i> and useless data <i>included</i>.</p> <p><b>Dacorum Plan Proposals and Considerations</b></p>

- Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow
- There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-

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This is acknowledged to be a potential problem and loss of habitat.

#### *2. Water*

- 1 There is no commentary about the existence of main services and our suspicion is that main services would have to be brought into this site as it is known that the existing housing in Ivy House Lane only provided for the current level of
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#### *3. Flood Risk*

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#### *5. Air Quality*

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#### *6. Soil*

No comment at this stage

#### *7. Resource Efficiency*

No comment at this stage

#### *8. Historic Environment*

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	<p>edge of town location. Further consideration of this location is inappropriate for the reasons already stated.</p> <p><i>14.Economy</i> This scheme will not achieve any more than would be offered elsewhere in the Dacorum Area.</p> <p><i>15.Employment</i> This development will do nothing for developing the skills of Berkhamsted. Access to broadband is an issue in this area and there would be no improvement to local education or services and just more delivery traffic. This section could be applied to any site and is not site specific and therefore irrelevant and inappropriate in such a detailed consideration.</p> <p><i>Conclusion on Superficial Analysis</i> From the Council summation of the Ivy House site located at pages 44-47 of the Schedule of Site Appraisals October 2017, the only suggestion the promoter has made is to improve cycle/footpath links and the whole question of new infrastructure provision is totally ignored. Their submission lacks the credibility, deliverability and cohesion of other sites offered in the "Call for Sites".</p> <p>We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that sustainability issues could be better addressed with less impact on the Green</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22334
<b>Full Name</b>	Dr A Nath
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This written statement is submitted by Philip Jones of ██████████ Berkhamsted. I represent the views of ██████████ ██████████ and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.</p> <p>Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of</p>

the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.

There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-

#### *1. Biodiversity*

This is acknowledged to be a potential problem and loss of habitat.

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- 1 There is no commentary about the existence of main services and our suspicion is that main services would have to be brought into this site as it is known that the existing housing in Ivy House Lane only provided for the current level of
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#### *3. Flood Risk*

The central area of the field already floods during wet periods and we suspect that the acreage, if it were developed, would have to be substantially reduced to allow for a balancing lake at a low point in the land to collect the surface water run-off. This would reduce the net developable area substantially, possibly taking up a large area of land which would have to be fenced off for safety reasons.

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#### *5.Air Quality*

Undoubtedly the site would diminish the air quality that is currently enjoyed due to the inaccessibility of public transport and the contours involved in the adjoining roads.

#### *6.Soil*

No comment at this stage

#### *7.Resource Efficiency*

No comment at this stage

#### *8.Historic Environment*

The site does not have any historic significance but the boundaries of the Green Belt in this area have been effectively maintained since 1947.

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22337
<b>Full Name</b>	Mr & Mrs R Turner
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This written statement is submitted by Philip Jones of [REDACTED], Berkhamsted. I represent the views of [REDACTED] and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.</p> <p>Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.</p> <p>There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has</p>

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#### *6. Soil*

No comment at this stage

#### *7. Resource Efficiency*

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Include files	
Number	Question 1
ID	LPIO22340
Full Name	Mr & Mrs G Fensome
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>This written statement is submitted by Philip Jones of [REDACTED], Berkhamsted. I represent the views of [REDACTED] and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.</b></p> <p>Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.</p> <p>There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-</p> <p><i>1. Biodiversity</i></p> <p>This is acknowledged to be a potential problem and loss of habitat.</p>

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## *6. Soil*

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### *Conclusion*

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<b>Include files</b>	
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Number	Question 1
ID	LPIO22343
Full Name	Mrs C Longbottom
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>This written statement is submitted by Philip Jones of [REDACTED], Berkhamsted. I represent the views of [REDACTED] and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.</p> <p>Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.</p> <p>There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-</p> <p><i>1. Biodiversity</i> This is acknowledged to be a potential problem and loss of habitat.</p> <p><i>2. Water</i></p> <ol style="list-style-type: none"> <li>1 There is no commentary about the existence of main services and our suspicion is that main services would have to be brought into this site as it is known that the existing housing in Ivy House Lane only provided for the current level of</li> <li>2 There is no public sewer in Ivy House Lane and existing houses are served by soakaway. There is a six inch foul sewer which runs from Hunters Park through the valley but because it cannot cope</li> </ol>

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**Conclusion**

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22346
<b>Full Name</b>	Mr & Mrs N Tiley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>This written statement is submitted by Philip Jones of ██████████ Berkhamsted. I represent the views of ██████████ and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.</p> <p>Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.</p> <p>There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-</p> <p><i>1. Biodiversity</i> This is acknowledged to be a potential problem and loss of habitat.</p> <p><i>2. Water</i></p> <ol style="list-style-type: none"> <li>1 There is no commentary about the existence of main services and our suspicion is that main services would have to be brought into this site as it is known that the existing housing in Ivy House Lane only provided for the current level of</li> <li>2 There is no public sewer in Ivy House Lane and existing houses are served by soakaway. There is a six inch foul sewer which runs from Hunters Park through the valley but because it cannot cope with current volumes it frequently causes blockages in connecting pipes in Hunters Park and would be inadequate in its size to cope with the additional proposed development of up to 150</li> </ol> <p><i>3. Flood Risk</i> The central area of the field already floods during wet periods and we suspect that the acreage, if it were developed, would have to be substantially reduced to allow for a balancing lake at a low point in the land to</p>



collect the surface water run-off. This would reduce the net developable area substantially, possibly taking up a large area of land which would have to be fenced off for safety reasons.

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#### *5. Air Quality*

Undoubtedly the site would diminish the air quality that is currently enjoyed due to the inaccessibility of public transport and the contours involved in the adjoining roads.

#### *6. Soil*

No comment at this stage

#### *7. Resource Efficiency*

No comment at this stage

#### *8. Historic Environment*

The site does not have any historic significance but the boundaries of the Green Belt in this area have been effectively maintained since 1947.

#### *9. Landscape*

Development of this prominent site would expand Berkhamsted into the countryside on the east edge of the town is acknowledged. The site is also immediately opposite the Chilterns Area of Outstanding Natural Beauty (AONB) and there is an argument regarding the setting of this. However loss of amenity to existing residents is not mentioned and is a factor to consider in this particular case. Furthermore the Council have failed to recognise its own established Residential Area Character Study carried forward from the last District Plan which identified that the area is characterised by low density detached housing. A rough estimate by Hunters Park residents is that if the subject site were developed to the same density it would only support the development of 45 houses and

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and other problems likely to be associated with it. These factors relating to density and design constraints have been totally ignored in the analysis.

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It is unclear what type of community would and could be developed in this relatively isolated location and how it could relate to either, the immediately surrounding development or, the facilities in the town to represent a sustainable form of development. It would be either, higher density thereby making better use of the land and providing affordable homes but generating significant traffic in an unsustainable location putting pressure on facilities where it is not in a location to deliver any or, it would be lower density and therefore not justify the loss of this Green Belt site.

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	<p>It is questionable in design terms that the proposed density could be achieved without major detrimental visual impact and has randomly ignored the design constraints of this edge of town location. Further consideration of this location is inappropriate for the reasons already stated.</p> <p><i>14.Economy</i> This scheme will not achieve any more than would be offered elsewhere in the Dacorum Area.</p> <p><i>15.Employment</i> This development will do nothing for developing the skills of Berkhamsted. Access to broadband is an issue in this area and there would be no improvement to local education or services and just more delivery traffic. This section could be applied to any site and is not site specific and therefore irrelevant and inappropriate in such a detailed consideration.</p> <p><i>Conclusion on Superficial Analysis</i> From the Council summation of the Ivy House site located at pages 44-47 of the Schedule of Site Appraisals October 2017, the only suggestion the promoter has made is to improve cycle/footpath links and the whole question of new infrastructure provision is totally ignored. Their submission lacks the credibility, deliverability and cohesion of other sites offered in the "Call for Sites".</p> <p>Conclusion We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that sustainability issues could be better addressed with less impact on the Green belt.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22349
<b>Full Name</b>	Mr & Mrs J Godfrey
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Mr &amp; Mrs Godfrey:</b></p> <p>No. At the Site level, the majority of the fifteen subject headings are worthless i.e. Climate Change, Resource efficiency, Historic Environment, Health &amp; wellbeing, Community cohesion, Housing, Economy, Employment and can be seen from the Summary of Assessment chart. The scoring system introduces a level of</p>

complexity which negates conclusions from being made (The blue category with “some positive and negative none of which is significant” is highly subjective). Also there is no relative weighting between the subjects so that Economy and Water have equal weighting which clearly should not be the case.

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#### *6. Soil*

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22351
<b>Full Name</b>	Mr & Mrs R Riseley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	This written statement is submitted by Philip Jones of ██████████ Berkhamsted. I represent the views of ██████████ and my comments set out below reflect the views of

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1022355
<b>Full Name</b>	Mr & Mrs D Shetty
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>It is difficult to understand why time (5 years!!) and ratepayers money has been wasted on expensive consultants (SKM, Arup, TRL) to produce seriously flawed evidential reports. The TRL Sustainability Appraisal Working Note criteria are shallow, inconclusive and more seriously ignore critical infrastructure capacity/ investment issues. The selective criteria used to assess Green Belt/Rural Area sites is biased as there is no weighting and the implied scoring system, particularly the use of blue bars, is highly subjective.</p> <p>Equally, the Stage 2 Green Belt review by Arup concluded that the site sensitivity rating for the Ivy House Lane field is Medium which resulted in inclusion of this site in the TRL study, and was similarly superficial and</p>

This is illustrated by the photo, principally focussed on a flooded Ivy House Lane, which ironically is repeatedly described as "a dry valley", showing a view of less than half of the site. It is well known "a picture paints a thousand words" yet the photo barely shows the relative height or its adjacency to the adjoining Area of Outstanding Natural Beauty (AONB). It significantly underplays "the steeply sloping valley sides" (the photo gives the appearance the site is almost flat) and totally neglects the scenic four mile view along the valley which could suggest the photo was deliberately chosen to justify the Medium sensitivity rating. Also the basis for the positive suggestion that "the lane to the east affords enhancement and mitigation / screening potential in relation to development of the site" is gratuitous as it is difficult to understand how any house building provides enhancement in an area of AON B and there is no practical indication of the width or height of screening required to maintain the blackout that currently exists. Furthermore there is no balanced assessment as no significant comments are mentioned under transport routes which are highly relevant to the site sensitivity. Continuing to include sites such as Ivy House Lane destroys credibility in the planning processes and confirms that undue weighting is given to developer influence and is not focused on building the right houses in the right place.

By not following basic processes and supporting timely infrastructure investment, for which no developer so far has noticeably contributed to in Berkhamsted, the town is now capacity constrained. Lessons should be learned from poor historical decisions and future infrastructure and house building investment, particularly in capacity constrained market towns, should be coordinated on a timely basis.

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This scheme will not achieve any more than would be offered elsewhere in the Dacorum Area.

#### *15. Employment*

This development will do nothing for developing the skills of Berkhamsted. Access to broadband is an issue in this area and there would be no improvement to local education or services and just more delivery traffic. This section could be applied to any site and is not site specific and therefore irrelevant and inappropriate in such a detailed consideration.

#### *Conclusion on Superficial Analysis*

From the Council summation of the Ivy House site located at pages 44-47 of the Schedule of Site Appraisals October 2017, the only suggestion the promoter has made is to improve cycle/footpath links and the whole question of new infrastructure provision is totally ignored. Their submission lacks the credibility,

	<p>deliverability and cohesion of other sites offered in the "Call for Sites".</p> <p>Conclusion</p> <p>We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that sustainability issues could be better addressed with less impact on the Green belt.</p>
Include files	
Number	Question 1
ID	LPIO22358
Full Name	Mr & Mrs I Fyfe
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>This written statement is submitted by Philip Jones of [REDACTED] Berkhamsted. I represent the views of [REDACTED] and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.</b></p> <p>Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.</p> <p>There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-</p> <p><i>1. Biodiversity</i></p> <p>This is acknowledged to be a potential problem and loss of habitat.</p>



## *2. Water*

- 1 There is no commentary about the existence of main services and our suspicion is that main services would have to be brought into this site as it is known that the existing housing in Ivy House Lane only provided for the current level of
- 2 There is no public sewer in Ivy House Lane and existing houses are served by soakaway. There is a six inch foul sewer which runs from Hunters Park through the valley but because it cannot cope with current volumes it frequently causes blockages in connecting pipes in Hunters Park and would be inadequate in its size to cope with the additional proposed development of up to 150

## *3. Flood Risk*

The central area of the field already floods during wet periods and we suspect that the acreage, if it were developed, would have to be substantially reduced to allow for a balancing lake at a low point in the land to collect the surface water run-off. This would reduce the net developable area substantially, possibly taking up a large area of land which would have to be fenced off for safety reasons.

## *4. Climate Change*

This refers to buses within 300 metres (should be 0.3 miles?) of the site, however, the service is too infrequent to serve the number of proposed dwellings or to deal with traffic movements. It is likely that all the residents would be car users and those that aren't would be isolated by the fact of there being no public footpaths within the vicinity affecting walking to the nearest bus stop and certainly no safe access for schools for children.

## *5. Air Quality*

Undoubtedly the site would diminish the air quality that is currently enjoyed due to the inaccessibility of public transport and the contours involved in the adjoining roads.

## *6. Soil*

No comment at this stage

## *7. Resource Efficiency*

No comment at this stage

## *8. Historic Environment*

The site does not have any historic significance but the boundaries of the Green Belt in this area have been effectively maintained since 1947.

## *9. Landscape*

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not 150 houses. Proposals by Dacorum Borough Council for affordable housing would therefore be a very dense level at 40% of the site effectively getting on for half the site area and because of this very built urban form of terraced and flatted development would result in a large chunk of visual intrusion being added to what is a semi-rural area at present, notwithstanding the traffic and other problems likely to be associated with it. These factors relating to density and design constraints have been totally ignored in the analysis.

#### *10. Health and Wellbeing*

The site does not offer immediate access to schools, railway station or town centre and would undoubtedly result in car traffic using a single width lane without footpaths, with dangerous railway and canal bridges and generally filtering through the existing unsustainable road network. This site together with the allotments at the foot of Ivy House Lane, were rejected in the last District Plan enquiry of Dacorum Borough Council by an Inspector.

#### *11. Sustainability*

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It is unclear what type of community would and could be developed in this relatively isolated location and how it could relate to either, the immediately surrounding development or, the facilities in the town to represent a sustainable form of development. It would be either, higher density thereby making better use of the land and providing affordable homes but generating significant traffic in an unsustainable location putting pressure on facilities where it is not in a location to deliver any or, it would be lower density and therefore not justify the loss of this Green Belt site.

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### *Conclusion*

We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that sustainability issues could be better addressed with less impact on the Green belt.

Include files	
Number	Question 1
ID	LPIO22361
Full Name	Mr & Mrs J Rush
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>This written statement is submitted by Philip Jones of [REDACTED] Berkhamsted. I represent the views of [REDACTED] and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.</p> <p>Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.</p> <p>There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-</p> <p><i>1. Biodiversity</i> This is acknowledged to be a potential problem and loss of habitat.</p> <p><i>2. Water</i></p> <ol style="list-style-type: none"> <li>1 There is no commentary about the existence of main services and our suspicion is that main services would have to be brought into this site as it is known that the existing housing in Ivy House Lane only provided for the current level of</li> <li>2 There is no public sewer in Ivy House Lane and existing houses are served by soakaway. There is a six inch foul sewer which runs from Hunters</li> </ol>

Park through the valley but because it cannot cope with current volumes it frequently causes blockages in connecting pipes in Hunters Park and would be inadequate in its size to cope with the additional proposed development of up to 150

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### *5.Air Quality*

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### *6.Soil*

No comment at this stage

### *7.Resource Efficiency*

No comment at this stage

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### *9.Landscape*

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From the Council summation of the Ivy House site located at pages 44-47 of the Schedule of Site Appraisals October 2017, the only suggestion the promoter has made is to improve cycle/footpath links and the whole question of new infrastructure provision is totally ignored. Their submission lacks the credibility, deliverability and cohesion of other sites offered in the "Call for Sites".

Conclusion

We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that sustainability issues could be better addressed with less impact on the Green belt.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22364
<b>Full Name</b>	Mr & Mrs D Haannah
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>This written statement is submitted by Philip Jones of ██████████, Berkhamsted. I represent the views of ██████████ and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.</p> <p>Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.</p> <p>There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-</p> <p><i>1. Biodiversity</i> This is acknowledged to be a potential problem and loss of habitat.</p> <p><i>2. Water</i></p> <ol style="list-style-type: none"> <li>1 There is no commentary about the existence of main services and our suspicion is that main services would have to be brought into this site as it is known that the existing housing in Ivy House Lane only provided for the current level of</li> <li>2 There is no public sewer in Ivy House Lane and existing houses are served by soakaway. There is a six inch foul sewer which runs from Hunters Park through the valley but because it cannot cope with current volumes it frequently causes blockages in connecting pipes in Hunters Park and would be inadequate in its size to cope with the additional proposed development of up to 150</li> </ol> <p><i>3. Flood Risk</i> The central area of the field already floods during wet periods and we suspect that the acreage, if it were developed, would have to be substantially reduced to allow for a balancing lake at a low point in the land to</p>



collect the surface water run-off. This would reduce the net developable area substantially, possibly taking up a large area of land which would have to be fenced off for safety reasons.

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#### *6. Soil*

No comment at this stage

#### *7. Resource Efficiency*

No comment at this stage

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22367
<b>Full Name</b>	Mr & Mrs Lisa-Lotte & Henrik Hansen
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	We believe the Green Belt Review is fundamentally flawed. Any adjustments in Green Belt should have been completed before deciding which sites to consider for further housing development. The TRL assessment of individual sites is superficial, biased, lacks any real analysis of the impact development has on the specific area in which they are situated and is on several accounts simply wrong. Development on Green Belt

cannot offer any net environmental improvements, - the net effect can only be negative regardless of size. Previous conclusions on Green Belt by a series of Planning Inspectors have been ignored in favour of the flawed, confirmation biased Green Belt Review produced by consultants whose vague reasoning is completely at odds with the current Green Belt policy.

Asking developers to put sites forward is ineffective and unprofessional. Their primary incentive is naturally to propose sites that will maximise their profitability.

**This written statement is submitted by Philip Jones of [REDACTED] Berkhamsted. I represent the views of [REDACTED] and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.**

Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.

There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-

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*Conclusion on Superficial Analysis*

From the Council summation of the Ivy House site located at pages 44-47 of the Schedule of Site Appraisals October 2017, the only suggestion the promoter has made is to improve cycle/footpath links and the whole question of new infrastructure provision is totally ignored. Their submission lacks the credibility, deliverability and cohesion of other sites offered in the "Call for Sites".

Conclusion

We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that sustainability issues could be better addressed with less impact on the Green belt.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22370
<b>Full Name</b>	Mrs A Allison
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

Your response - Please add your response here

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There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-

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The central area of the field already floods during wet periods and we suspect that the acreage, if it were developed, would have to be substantially reduced to allow for a balancing lake at a low point in the land to collect the surface water run-off. This would reduce the net developable area substantially, possibly taking up a



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#### *6. Soil*

No comment at this stage

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<b>ID</b>	LPIO22373
<b>Full Name</b>	Mr & Mrs V Watson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This written statement is submitted by Philip Jones of ██████████ Berkhamsted. I represent the views of ██████████ and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.</p> <p>Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their</p>

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<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22376
<b>Full Name</b>	Mr & Mrs J Jensen
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I take particular exception to the methodology and criteria used in the Sustainability Appraisal Working Note as being overly complex and there is no apparent weighting between the criteria. At the macro level the error of using this ill-conceived methodology is compounded by applying it to seriously biased and incomplete As examples;</p> <ul style="list-style-type: none"> <li>• Option 3 e.1000 houses p.a. should never have been included as it has no basis.</li> <li>• The choices between the settlements are misleading and appear to be purposefully divisive within the remaining two Options. This can be illustrated by a comparison of Option 1C (Focussed on 3 towns) and 2C (Spread more evenly across the Borough). The difference between Option 1 and Option 2 is that an additional 3,655 houses are being built on Green Belt However despite this huge difference in housebuilding levels, there is no difference between Option 1C and 2C of the house building levels or Green Belt release in</li> </ul>

Berkhamsted or Tring while Hemel coincidentally sees a reduction of 3,450. I believe this should disqualify both options as they are obviously untenable.

- At least 3 major Options which are relevant were dismissed for dubious reasons. Namely there should be sensitivity Options for estimated Gorhambury impacts; a major development of 3000 houses by 2036 (almost 20 years away); and building within the existing urban capacity of 476 houses p.a. which is still a significant increase on the current Plan, all of which have significant repercussions on the timing of Green Belt release. The automatic acceptance of 758 houses p.a. is misguided and unrealistic and assumptions should be re-visited. Additionally focus should be on Hemel achieving its existing targets without stressing all other settlements beyond capacity.

In summary I believe a more constructive, balanced and realistic Option should have been presented instead of the biased developer led options. Prior to any further house building in Berkhamsted, it is imperative a credible and deliverable infrastructure plan with an associated timetable should be prepared in order to determine how current and future capacity constraints can be overcome in the next 20 years and should set future house building limits. If not the panic build of a belated Multi Storey Car Park in an unsustainable location will continue.

When applied at the Site specific level, at least 6 out of the 15 criteria are useless differentiators' e.g. Climate Change, Housing, Sustainability prosperity, Employment & Skills. As mentioned the rainbow coloured scoring system introduces a level of complexity which negates meaningful conclusions from being made. Having had a long business career most issues can be categorised as positive, neutral or negative (red, amber, and green). Introduction of another category, coloured blue, with some positive and negative is farcical. As applied to the Ivy House Lane site the criteria used totally understate the Chiltern Area of Outstanding Natural Beauty (AONB), topography, access, safety and prohibitive infrastructure cost issues, all to the advantage of the promoter.

Major windfall gains from land simply being reclassified from agricultural to residential use have been made. However, based on evidence of the past 30 years no developer has so far noticeably contributed to meaningful infrastructure improvements or shown tangible support to Berkhamsted communities. Capacity constraints and topographical issues continue to be dismissed resulting in the character of the Market Towns being slowly undermined. It is ironic from a house building planning perspective that more concern is given to a ruined castle almost a 1,000 years old than to the existing community.

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<b>ID</b>	LPIO22379
<b>Full Name</b>	Mr & Mrs B Groves
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
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primary school is at Swing Gate Lane which would involve walking along Ivy House Lane, then George Street and across the Canal into Greene Walk and then onto the school. The only other method of getting to the school would be via car transport either crossing over the narrow canal bridge at Bank Mill or at the end of heavily congested George Street and then the busy tight canal bridge on Gravel Path.

Secondary schools in Berkhamsted, other than part of Berkhamsted School, are all located on the southern side of the town which is better served with road access both to the A41 bypass and to the High Street and facilities. Bus service access is superior on the southern side of the town. Other sites identified are offering improvements to these facilities on the south side of the town.

### *12. Community Cohesion*

It is unclear what type of community would and could be developed in this relatively isolated location and how it could relate to either, the immediately surrounding development or, the facilities in the town to represent a sustainable form of development. It would be either, higher density thereby making better use of the land and providing affordable homes but generating significant traffic in an unsustainable location putting pressure on facilities where it is not in a location to deliver any or, it would be lower density and therefore not justify the loss of this Green Belt site.

Currently the primary driver for the town population is to find work elsewhere and use it as a commuter dormitory which is largely what has happened for the last 20-30 years. The consequence of this is that access to the station and to bus services is more crucial in terms of sustainability than previous and therefore the Council should give priority to those sites which are better located.

### *13. Housing*

It is questionable in design terms that the proposed density could be achieved without major detrimental visual impact and has randomly ignored the design constraints of this edge of town location. Further consideration of this location is inappropriate for the reasons already stated.

### *14. Economy*

This scheme will not achieve any more than would be offered elsewhere in the Dacorum Area.

### *15. Employment*

This development will do nothing for developing the skills of Berkhamsted. Access to broadband is an issue in this area and there would be no improvement to local education or services and just more delivery traffic. This section could be applied to any site and is not site specific and therefore irrelevant and inappropriate in such a detailed consideration.

	<p><i>Conclusion on Superficial Analysis</i></p> <p>From the Council summation of the Ivy House site located at pages 44-47 of the Schedule of Site Appraisals October 2017, the only suggestion the promoter has made is to improve cycle/footpath links and the whole question of new infrastructure provision is totally ignored. Their submission lacks the credibility, deliverability and cohesion of other sites offered in the "Call for Sites".</p> <p>Conclusion</p> <p>We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that sustainability issues could be better addressed with less impact on the Green belt.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22382
<b>Full Name</b>	Mr & Mrs Shaw
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>This written statement is submitted by Philip Jones of [REDACTED] Berkhamsted. I represent the views of [REDACTED] and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.</b></p> <p>Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.</p> <p>There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against</p>



other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-

#### *1. Biodiversity*

This is acknowledged to be a potential problem and loss of habitat.

#### *2. Water*

- 1 There is no commentary about the existence of main services and our suspicion is that main services would have to be brought into this site as it is known that the existing housing in Ivy House Lane only provided for the current level of
- 2 There is no public sewer in Ivy House Lane and existing houses are served by soakaway. There is a six inch foul sewer which runs from Hunters Park through the valley but because it cannot cope with current volumes it frequently causes blockages in connecting pipes in Hunters Park and would be inadequate in its size to cope with the additional proposed development of up to 150

#### *3. Flood Risk*

The central area of the field already floods during wet periods and we suspect that the acreage, if it were developed, would have to be substantially reduced to allow for a balancing lake at a low point in the land to collect the surface water run-off. This would reduce the net developable area substantially, possibly taking up a large area of land which would have to be fenced off for safety reasons.

#### *4. Climate Change*

This refers to buses within 300 metres (should be 0.3 miles?) of the site, however, the service is too infrequent to serve the number of proposed dwellings or to deal with traffic movements. It is likely that all the residents would be car users and those that aren't would be isolated by the fact of there being no public footpaths within the vicinity affecting walking to the nearest bus stop and certainly no safe access for schools for children.

#### *5. Air Quality*

Undoubtedly the site would diminish the air quality that is currently enjoyed due to the inaccessibility of public transport and the contours involved in the adjoining roads.

#### *6. Soil*

No comment at this stage

#### *7. Resource Efficiency*

No comment at this stage

### *8. Historic Environment*

The site does not have any historic significance but the boundaries of the Green Belt in this area have been effectively maintained since 1947.

### *9. Landscape*

Development of this prominent site would expand Berkhamsted into the countryside on the east edge of the town is acknowledged. The site is also immediately opposite the Chilterns Area of Outstanding Natural Beauty (AONB) and there is an argument regarding the setting of this. However loss of amenity to existing residents is not mentioned and is a factor to consider in this particular case. Furthermore the Council have failed to recognise its own established Residential Area Character Study carried forward from the last District Plan which identified that the area is characterised by low density detached housing. A rough estimate by Hunters Park residents is that if the subject site were developed to the same density it would only support the development of 45 houses and

not 150 houses. Proposals by Dacorum Borough Council for affordable housing would therefore be a very dense level at 40% of the site effectively getting on for half the site area and because of this very built urban form of terraced and flatted development would result in a large chunk of visual intrusion being added to what is a semi-rural area at present, notwithstanding the traffic and other problems likely to be associated with it. These factors relating to density and design constraints have been totally ignored in the analysis.

### *10. Health and Wellbeing*

The site does not offer immediate access to schools, railway station or town centre and would undoubtedly result in car traffic using a single width lane without footpaths, with dangerous railway and canal bridges and generally filtering through the existing unsustainable road network. This site together with the allotments at the foot of Ivy House Lane, were rejected in the last District Plan enquiry of Dacorum Borough Council by an Inspector.

### *11. Sustainability*

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both to the A41 bypass and to the High Street and facilities. Bus service access is superior on the southern side of the town. Other sites identified are offering improvements to these facilities on the south side of the town.

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#### *13. Housing*

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#### *Conclusion on Superficial Analysis*

From the Council summation of the Ivy House site located at pages 44-47 of the Schedule of Site Appraisals October 2017, the only suggestion the promoter has made is to improve cycle/footpath links and the whole question of new infrastructure provision is totally ignored. Their submission lacks the credibility, deliverability and cohesion of other sites offered in the "Call for Sites".

	<p>Conclusion</p> <p>We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that sustainability issues could be better addressed with less impact on the Green belt.</p>
Include files	
Number	Question 1
ID	LP1022385
Full Name	Mr & Mrs P Jenkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>This written statement is submitted by Philip Jones of ██████████ Berkhamsted. I represent the views of ██████████ and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.</p> <p>Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.</p> <p>There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-</p> <p><i>1. Biodiversity</i> This is acknowledged to be a potential problem and loss of habitat.</p> <p><i>2. Water</i></p>

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### *5.Air Quality*

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### *6.Soil*

No comment at this stage

### *7.Resource Efficiency*

No comment at this stage

### *8.Historic Environment*

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Development of this prominent site would expand Berkhamsted into the countryside on the east edge of the town is acknowledged. The site is also immediately opposite the Chilterns Area of Outstanding Natural

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### *Conclusion*

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**Include files**

**Number**

Question 1

<b>ID</b>	LPIO22388
<b>Full Name</b>	Mr & Mrs C Pawson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This written statement is submitted by Philip Jones of [REDACTED], Berkhamsted. I represent the views of [REDACTED] and my comments set out below reflect the views of residents (see Attachment A) and issues raised at our meeting on Thursday November 9 2017.</p> <p>Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.</p> <p>There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-</p> <p><i>1. Biodiversity</i> This is acknowledged to be a potential problem and loss of habitat.</p> <p><i>2. Water</i></p> <ol style="list-style-type: none"> <li>1 There is no commentary about the existence of main services and our suspicion is that main services would have to be brought into this site as it is known that the existing housing in Ivy House Lane only provided for the current level of</li> <li>2 There is no public sewer in Ivy House Lane and existing houses are served by soakaway. There is a six inch foul sewer which runs from Hunters Park through the valley but because it cannot cope with current volumes it frequently causes blockages in connecting pipes in Hunters Park and</li> </ol>



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### *3.Flood Risk*

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### *5.Air Quality*

Undoubtedly the site would diminish the air quality that is currently enjoyed due to the inaccessibility of public transport and the contours involved in the adjoining roads.

### *6.Soil*

No comment at this stage

### *7.Resource Efficiency*

No comment at this stage

### *8.Historic Environment*

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years. The consequence of this is that access to the station and to bus services is more crucial in terms of sustainability than previous and therefore the Council should give priority to those sites which are better located.

*13.Housing*

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*14.Economy*

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*Conclusion on Superficial Analysis*

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Conclusion

We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that sustainability issues could be better addressed with less impact on the Green belt.

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22391
<b>Full Name</b>	Mr Neil Aitchison
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

**Your response - Please add your response here**

The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites as set out in the Ove Arup report and could have been released as an alternative.

There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable.

*1.Past Inspectors Decisions*

In the statement at Appendix A, I have set out a reasoned assessment of what has been said previously in relation to this site by a member of the Planning Inspectorate. To summarise previous assessments have considered the effect on the Green Belt to be significant. Further that other sites which are still in part undeveloped would be more suitable for development The TRL assessment does not really drill down into the detail of each site as to the ways in which shortcomings can be overcome or linked together with other sites to produce better infrastructure, bus services and other amenities on a holistic basis.

**1 Highways**

TRL have not considered the serious constraints on highway access to this site. The developer cannot easily solve these as they do not control the key properties required for access but even if they were able to widen the Lane it would ruin the rural character with lighting but would still not solve the problems of the access bridges or junctions. Further this destroys the argument over the defensible boundary to the AONB. It is not only vehicles from the site that are a problem but also delivery vehicles from e-commerce.

*3.Density*

The proposal is for 150 dwellings including 40% affordable. Apart from this being an inaccessible site for affordable housing if it were included, it would be visually very prominent and would be visible not only to residents but from the wider Green Belt area. The proposed density is not sustainable of traffic grounds.

*4.Landscaping*

Even if a landscaping belt were planted on the eastern edge of the field due to the contours the development cannot be screened. Trees would require to be of an unsustainable height and even a modest screen would

take 20 years to mature. The developers do not control the remaining trees and hedges on the edge of the site.

#### *5. Public Transport*

The limited 3 x daily bus service, we would challenge as being inadequate but it is not near the site and a diversion is unlikely based on the needs of Petton End and Castle Village.

#### *6. Schools.*

The majority of schools in Berkhamsted are all north of the Canal except Bridgewater School which is over 1 mile distant. The nearest primary school is Swing Gate Lane which arguably cannot be safely reached over the existing highway network.

#### *7. Access to Employment*

There is little local employment left in Berkhamsted other than local services and two small industrial estates off Billett Lane, therefore the likely residents of a scheme here will be car borne commuters to the wider area surrounding defeating sustainability criteria.

#### *8. Social Cohesion*

An isolated new community with no joined up infrastructure or facilities is unlikely to encourage social cohesion.

### **1 Green Belt**

Development of this prominent site would expand Berkhamsted into the countryside on the east edge of the town is acknowledged. The site is also immediately opposite the Chilterns Area of Outstanding Natural Beauty and there is an argument regarding the setting of this. However loss of amenity to existing residents is not mentioned and is a factor to consider in this particular case. Furthermore the Council have failed to recognise its own established Residential Area Character Study carried forward from the last District Plan which identified that the area is characterised by low density detached housing. A rough estimate by Hunters Park residents is that if the subject site were developed to the same density it would only support the development of less than 50 detached houses.

### **Conclusion**

We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that there are other sites being offered where sustainability issues could be better addressed with less impact on the Green Belt

The Council should be considering locations where a holistic approach can be taken to dealing with a large influx of new homes by planning improved infrastructure transportation, access to schools, transport nodes and other needed services. This should be done on a "top down - bottom up" approach. The TRL report cannot be relied on as it is too superficial. The existing proposals

	<p>are a paste up of an undirected Call for Sites and a weak assessment regime that offers restricted choices in the Issues and Options Assessment.</p> <p><b>OBJECTION TO SITE Be-h3 LAND AT IVY HOUSE LANE BERKHAMSTED A</b></p> <p><b>ISSUES ANO OPTIONS PAPER ISSUED BY DACORUM BOROUGH COUNCIL</b></p> <p><b>AND THE SUBJECT OF CONSULTATION (Three pages regarding objection from residents of Ivy House Lane.)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22396
<b>Full Name</b>	Mr & Mrs Goddard
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>OBJECTION TO SITE Be-h3 LAND AT IVY HOUSE LANE BERKHAMSTED A</b></p> <p><b>ISSUES ANO OPTIONS PAPER ISSUED BY DACORUM BOROUGH COUNCIL</b></p> <p><b>AND THE SUBJECT OF CONSULTATION (Three pages regarding objection from residents of Ivy House Lane.)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22400
<b>Full Name</b>	Mr & Mrs Sewell
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>OBJECTION TO SITE Be-h3 LAND AT IVY HOUSE LANE BERKHAMSTED A</b></p> <p><b>ISSUES AND OPTIONS PAPER ISSUED BY DACORUM BOROUGH COUNCIL</b></p> <p><b>AND THE SUBJECT OF CONSULTATION (Three pages regarding objection from residents of Ivy House Lane.)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22404
<b>Full Name</b>	Mr & Mrs J Forrester
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>OBJECTION TO SITE Be-h3 LAND AT IVY HOUSE LANE BERKHAMSTED A</b></p> <p><b>ISSUES AND OPTIONS PAPER ISSUED BY DACORUM BOROUGH COUNCIL</b></p> <p><b>AND THE SUBJECT OF CONSULTATION (Three pages regarding objection from residents of Ivy House Lane.)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p>
<b>Include files</b>	
<b>Number</b>	Question 1

<b>ID</b>	LPIO22408
<b>Full Name</b>	Man & Mrs Forster
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>OBJECTION TO SITE Be-h3 LAND AT IVY HOUSE LANE BERKHAMSTED A</b></p> <p><b>ISSUES ANO OPTIONS PAPER ISSUED BY DACORUM BOROUGH COUNCIL</b></p> <p><b>AND THE SUBJECT OF CONSULTATION (Three pages regarding objection from residents of Ivy House Lane.)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22412
<b>Full Name</b>	Mr & Mrs J Riddle
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>OBJECTION TO SITE Be-h3 LAND AT IVY HOUSE LANE BERKHAMSTED A</b></p> <p><b>ISSUES ANO OPTIONS PAPER ISSUED BY DACORUM BOROUGH COUNCIL</b></p> <p><b>AND THE SUBJECT OF CONSULTATION (Three pages regarding objection from residents of Ivy House Lane.)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p>



<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22416
<b>Full Name</b>	Mr & Mrs M Avern
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>OBJECTION TO SITE Be-h3 LAND AT IVY HOUSE LANE BERKHAMSTED A ISSUES AND OPTIONS PAPER ISSUED BY DACORUM BOROUGH COUNCIL AND THE SUBJECT OF CONSULTATION (Three pages regarding objection from residents of Ivy House Lane.)</b></p> <p>The Green Belt, highway and sustainable issues have only been considered at a superficial level which is not consistent with past or present planning policy. The sustainability report underscores the difficulties in developing this site and fails to take into account the constraints of urban bulk, highway access and isolation from public transport and ability to utilise or improve public transport.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22419
<b>Full Name</b>	Dr Jonathan Brazier
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I would refer you to the evidence and arguments put forward by Mr Phil Jones of [REDACTED], Mr N Aitchison [REDACTED] and Mrs Sharon Van Vlymen [REDACTED]. I agree with their submissions and hope that you will see that their concerns are valid and not NIMBY rants.</b></p> <p>The consultant reviews and initial screening of the options is superficial and confirmation biased which undermines the ensuing processes. These underestimate the issues that will follow from such developments.</p>

This written statement is submitted by Philip Jones of [REDACTED], Berkhamsted. I represent the views of [REDACTED] and my comments set out below reflect the views of residents and issues raised at our meeting on Thursday November 9 2017.

This statement has been prepared by Neil Aitchison of [REDACTED] following consultation with Mr Philip Jones of [REDACTED] and supporting the objection of Hunters Park Residents objection to the site allocation as above

#### **Dacorum Plan Proposals and Considerations**

- Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow
- There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to the TRL report of October 2017, we propose to address each of the points as follows:-

##### *1. Biodiversity*

This is acknowledged to be a potential problem and loss of habitat.

##### *2. Water*

- 1 There is no commentary about the existence of main services and our suspicion is that main services would have to be brought into this site as it is known that the existing housing in Ivy House Lane only provided for the current level of
- 2 There is no public sewer in Ivy House Lane and existing houses are served by soakaway. There is a six inch foul sewer which runs from Hunters Park through the valley but because it cannot cope with current volumes it frequently causes

blockages in connecting pipes in Hunters Park and would be inadequate in its size to cope with the additional proposed development of up to 150

### *3.Flood Risk*

The central area of the field already floods during wet periods and we suspect that the acreage, if it were developed, would have to be substantially reduced to allow for a balancing lake at a low point in the land to collect the surface water run-off. This would reduce the net developable area substantially, possibly taking up a large area of land which would have to be fenced off for safety reasons.

### *4.Climate Change*

This refers to buses within 300 metres (should be 0.3 miles?) of the site, however, the service is too infrequent to serve the number of proposed dwellings or to deal with traffic movements. It is likely that all the residents would be car users and those that aren't would be isolated by the fact of there being no public footpaths within the vicinity affecting walking to the nearest bus stop and certainly no safe access for schools for children.

### *5.Air Quality*

Undoubtedly the site would diminish the air quality that is currently enjoyed due to the inaccessibility of public transport and the contours involved in the adjoining roads.

### *6.Soil*

No comment at this stage

### *7.Resource Efficiency*

No comment at this stage

### *8.Historic Environment*

The site does not have any historic significance but the boundaries of the Green Belt in this area have been effectively maintained since 1947.

### *9.Landscape*

Development of this prominent site would expand Berkhamsted into the countryside on the east edge of the town is acknowledged. The site is also immediately opposite the Chilterns Area of Outstanding Natural Beauty (AONB) and there is an argument regarding the setting of this. However loss of amenity to existing residents is not mentioned and is a factor to consider in this particular case. Furthermore the Council have failed to recognise its own established Residential Area Character Study carried forward from the last District Plan which identified that the area is characterised by low density detached housing. A rough estimate by Hunters Park residents is that if the subject site were

developed to the same density it would only support the development of 45 houses and

not 150 houses. Proposals by Dacorum Borough Council for affordable housing would therefore be a very dense level at 40% of the site effectively getting on for half the site area and because of this very built urban form of terraced and flatted development would result in a large chunk of visual intrusion being added to what is a semi-rural area at present, notwithstanding the traffic and other problems likely to be associated with it. These factors relating to density and design constraints have been totally ignored in the analysis.

#### *10. Health and Wellbeing*

The site does not offer immediate access to schools, railway station or town centre and would undoubtedly result in car traffic using a single width lane without footpaths, with dangerous railway and canal bridges and generally filtering through the existing unsustainable road network. This site together with the allotments at the foot of Ivy House Lane, were rejected in the last District Plan enquiry of Dacorum Borough Council by an Inspector.

#### *11. Sustainability*

It is acknowledged that the site has poor accessibility to local facilities especially primary schools. The nearest primary school is at Swing Gate Lane which would involve walking along Ivy House Lane, then George Street and across the Canal into Greene Walk and then onto the school. The only other method of getting to the school would be via car transport either crossing over the narrow canal bridge at Bank Mill or at the end of heavily congested George Street and then the busy tight canal bridge on Gravel Path.

Secondary schools in Berkhamsted, other than part of Berkhamsted School, are all located on the southern side of the town which is better served with road access both to the A41 bypass and to the High Street and facilities. Bus service access is superior on the southern side of the town. Other sites identified are offering improvements to these facilities on the south side of the town.

#### *12. Community Cohesion*

It is unclear what type of community would and could be developed in this relatively isolated location and how it could relate to either, the immediately surrounding development or, the facilities in the town to represent a sustainable form of development. It would be either, higher density thereby making better use of the land and providing affordable homes but generating significant traffic in an unsustainable location putting pressure on facilities where it is not in a location to deliver any or, it would be lower density and therefore not justify the loss of this Green Belt site.

Currently the primary driver for the town population is to find work elsewhere and use it as a commuter dormitory which is largely what has happened for the last 20-30 years. The consequence of this is that access to the station and to bus services is more crucial in terms of sustainability than previous and therefore the Council should give priority to those sites which are better located.

### *13.Housing*

It is questionable in design terms that the proposed density could be achieved without major detrimental visual impact and has randomly ignored the design constraints of this

edge of town location. Further consideration of this location is inappropriate for the reasons already stated.

### *14.Economy*

This scheme will not achieve any more than would be offered elsewhere in the Dacorum Area.

### *15.Employment*

This development will do nothing for developing the skills of Berkhamsted. Access to broadband is an issue in this area and there would be no improvement to local education or services and just more delivery traffic. This section could be applied to any site and is not site specific and therefore irrelevant and inappropriate in such a detailed consideration.

### *Conclusion on Superficial Analysis*

From the Council summation of the Ivy House site located at pages 44-47 of the Schedule of Site Appraisals October 2017, the only suggestion the promoter has made is to improve cycle/footpath links and the whole question of new infrastructure provision is totally ignored. Their submission lacks the credibility, deliverability and cohesion of other sites offered in the "Call for Sites".

### **Conclusion**

We consider that the current studies undertaken by Dacorum Borough Council are superficial, biased and inadequate and that sustainability issues could be better addressed with less impact on the Green

### **Van Vlyman response**

The Site Appraisal refers to the Ivy House Lane site having a "negative effect which is not significant". We disagree. The negative effects are in fact significant:

- 1 The Ivy House Lane site itself is difficult to access.
- 2 HCC's Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.

	<p>3 Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:</p> <p><i>Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.</i></p> <p>1 Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.</p> <p>2 Cars will be the predominant mode of transport to and from the Ivy House Lane site.</p> <p>3 The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.</p> <ul style="list-style-type: none"> <li>• We also refer to para. 21.6 of the Inspector’s Report in 200</li> <li>• 2 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed with the site’s low sustainability score (the lowest of all the sites considered).</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22451
<b>Full Name</b>	Ashleigh Michnowiec
<b>Company / Organisation</b>	Harrow Estates plc
<b>Position</b>	
<b>Agent Name</b>	Mrs Sam Ryan
<b>Company / Organisation</b>	Turley Estates
<b>Position</b>	Director
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>• The Sustainability Appraisal demonstrates that the development of 1,400 homes on land east of Tring represents a sustainable form of development reflecting the objectives and requirements of both national and local planning policy. The Appraisal which includes analysis against the council’s sustainability objectives concludes that such development:</li> </ul>

	<ul style="list-style-type: none"> <li>• Is likely to have a significant positive effect in terms of meeting the objectives for water resources, flood risk, greenhouse gases and climate change, sustainable locations for development, meeting housing needs and achieving economic growth</li> <li>• Is likely to have a positive, non-significant, effect in terms of the objectives of bio- diversity and geo-diversity, air quality, natural resources, health and well-being, community cohesion and creating employment opportunities</li> <li>• Is unlikely to have any impact in terms of the objectives for making efficient use of land and protecting soils, environmental and cultural assets and conservation of landscape / townscape.</li> <li>• No negative or mixed effects are identified</li> <li>• The Appraisal clearly supports an allocation of the site as the most sustainable option for accommodating the development needs of the town.</li> </ul> <p>The SA does not consider the inherent sustainability of the growth options; in particular Option A which focuses development in the three largest and most sustainable settlements in the borough. As a consequence it fails to provide the Council with the appropriate evidence from which to select the optimum spatial strategy.</p> <p>Harrow Estates plc has commissioned Turley to prepare a Sustainability Appraisal for land east of Tring including potential locations Tr-H1, Tr-H2 and further land to the north comprising a total of c. 100ha. That document also includes a review of the Sustainability Appraisal Note and provides a more detailed response to Question 1.</p>
<b>Include files</b>	<a href="#">Olivia Carr - Sustainability Appraisal - FINAL.pdf</a>
<b>Number</b>	Question 1
<b>ID</b>	LPIO22482
<b>Full Name</b>	Mr & Mrs Lisa-Lotte & Henrik Hansen
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Please find below our response to the new Local Plan consultation. I fully support Brag’s response on this matter (see below)</b></p> <ul style="list-style-type: none"> <li>• This exercise is flawed. Whereas a particular site might be deemed to have and ‘insignificant’ negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b>neighbouring area on sustainability which should be assessed. This is a particularly acute problem for Berkhamsted. BRAG does not accept many of the assessments made in the appraisal but, notwithstanding that,</li> </ul>

	<p>Berkhamsted has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing as well as currently planned developments.</p> <ul style="list-style-type: none"> <li>• Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</li> <li>• Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</li> <li>• Any new facilities within larger edge of town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the Market Towns. This is a fact that DBC stressed at previous inspections.</li> <li>• We do not agree with the conclusions made for the ‘Rejected Options’ in particular the Urban Capacity option (see Q16) and exporting growth to another council, specifically St Albans who wish to expand Hemel Hempstead without that expansion counting towards Dacorum’s numbers (see Q2)</li> <li>• The cumulative effects of developments have not been assessed thus undermining any conclusions made.</li> <li>• Overall the work by TRL has all the characteristics of a desk-top, tick box exercise. The assessments of individual sites are facile and lack any real analysis of the impact they may have on the specific area in which they are situated.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22532
<b>Full Name</b>	Mrs C Longbottom
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I support all answers and comments to the Issues &amp; Options Consultation document noted on the Berkhamsted Town Council website</b></p> <p>Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</p> <p>Any new facilities within larger edge-of-town expansions may be required for the new settlements but would not</p>



	<p>benefit the wider community and in effect lead to these developments becoming “dormitory” developments, especially around the market towns. This is a fact that DBC stressed at the previous Examination.</p> <p>The cumulative effects of developments have not been assessed. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed and catered for.</p> <p>Berkhamsted has the most “negative but not significant” sites many of which are in close proximity to one another and to ongoing and planned developments.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22578
<b>Full Name</b>	Berkhamsted Schools Group
<b>Company / Organisation</b>	The Berkhamsted Schools Group
<b>Position</b>	
<b>Agent Name</b>	Kevin Rolfe
<b>Company / Organisation</b>	Aitchison Raffety
<b>Position</b>	Group Director, Development & Planning
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>We agree with a number of the general conclusions of the Sustainability Appraisal, but not all.</p> <p>Paragraph 5.1.3 states that <u>only</u> the larger developments could provide opportunities for environmental enhancements. The Sustainability Appraisal does not define what constitutes a ‘larger development’ and this should be clarified in the emerging Local Plan.</p> <p>In any case, the potential for environmental enhancements relates to the specific circumstances of a site rather than its size. For example, the Haslam Fields site on Shooters Way (Ref Be-h2) is modest in size and has an indicative capacity that is less than others, but actually offers the opportunity to provide very significant biodiversity enhancement on adjacent land totalling 2.7 hectares. The potential environmental benefits of allocating the Haslam Fields far exceed its modest size.</p> <p>We disagree with the Table 1 of the Schedule of Site Appraisals which accompanies the Sustainability Appraisal working note, which states that the Haslam Fields site (Ref Be-h2) is not in a sustainable location. This is plainly wrong, as the site is in an accessible location, on the edge of the existing built up area of Berkhamsted. It is within easy reach of local shops and services and the High Street can be reached by foot in 13 minutes and by cycle in only 3 minutes. It is considered that the site is a natural location for the expansion of Berkhamsted.</p>

	<p>We note that other sites have been scored highly in respect of their location, even though they are no closer to the town centre.</p> <p>Furthermore, during the adoption process for the current Core Strategy, various Green Belt sites in Berkhamsted were assessed, culminating in the release of the Hanburys site as a Local Allocation, in preference to other options. As the Hanburys site immediately adjoins Haslam Fields, it is considered that both sites are as sustainable as one another.</p> <p>In respect of the separate issue of housing numbers, we agree with the findings of the Sustainability Appraisal that the higher level of growth proposed by Option 3 performs the best in relation to the social dimension of sustainable development. We also agree with the finding that the highest level of growth would help to support the local economy. We deal with the issue of growth later in this Statement.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22602
<b>Full Name</b>	Mr & Mrs Mehew
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>We write as residents of [REDACTED]</p> <p>[REDACTED]</p> <p>in response to your consultation on the Local Plan to 2036. We have also seen and agreed with the response to be submitted by the Meadway Residents Action Group (MRAG) (<b>see comments LPIO18384, 18385</b>) and the draft response prepared by Berkhamsted Town Council.</p> <p><b>Berkhamsted Town Council Response:</b></p> <p>Development on Green Belt cannot offer any net “environmental enhancements”, the net effect can only be negative regardless of size and the larger the development the greater the negative effect.</p> <p>Increased population would only help support the existing local economy if growth is focused within easy access of the existing centres.</p> <p>Any new facilities within larger edge-of-town expansions may be required for the new settlements but would not benefit the wider community and in effect lead to these developments becoming “dormitory” developments,</p>

	<p>especially around the market towns. This is a fact that DBC stressed at the previous Examination.</p> <p>The cumulative effects of developments have not been assessed. It is the cumulative impact of development past, present and that proposed in the immediate <b>and</b> neighbouring area on sustainability which should be assessed and catered for.</p> <p>Berkhamsted has the most “negative but not significant” sites many of which are in close proximity to one another and to ongoing and planned developments.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22671
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><i>Question 1 – Do you agree with the conclusions reached in the Sustainability Appraisal Working Notes that accompanies this Issues and Options document?</i></b></p> <p><b><u>Natural, Historic &amp; Built Environment Advisory Team (NHBE)</u></b></p> <p>The Natural, Historic &amp; Built Environment Advisory Team (NHBE) supports the inclusion of the historic environment as a key sustainability issue and opportunity in the sustainability appraisal working note. It is appropriate that historic landscapes as well as historic buildings and archaeological remains are included as issues. It is right that the impact of as yet unknown archaeological remains is recognised by the document. This is because they have the potential in some cases to be a constraint on development.</p> <p>With regards to landscape, there is reference to Green Belt. It should be clear that Green Belt is not a qualitative designation. Overall it is vital that options should seek to ensure that landscape character and quality is conserved and enhanced , that the Chilterns AONB and its setting is protected from inappropriate development, and that landscapes of local value are recognised, protected and enhanced (as promoted within the National Planning Policy Framework, Chapter 11 Conserving and Enhancing the Natural Environment).</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22672
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>In the Sustainability Appraisal Working Note, the 'updated' Sustainability Scoping Report directed to on the web site is dated March 2017 (not October 2017) and so comments refer to this document as it appears to be the only available document. It states the following in respect to biodiversity:</p> <ul style="list-style-type: none"> <li>• <i>'...as the Core Strategy gets progressively older, there is a risk that the weight that can be accorded to such policies will diminish'</i>. Why? Unless all national legislation and guidance changes, it must be presumed that protected ecological resources will remain protected, as appropriate. To state otherwise undermines the principles upon which any environmental protection is based and consequently does not reflect sustainable development.</li> </ul> <p>Reference to this should be removed or qualified.</p> <ul style="list-style-type: none"> <li>• <i>'The new Local Plan will be able to ensure that development, beyond that already identified in the Core Strategy and Site Allocations DPD, is located having taken into account the biodiversity and geodiversity sensitivity of an area'</i>. The Local Plan identifies Wildlife Sites within development areas and significant new housing close to the Chilterns Beechwoods SAC and other SSSIs, with no mitigation or compensation detailed. This does not reflect sustainable development.</li> </ul> <p>Further details of mitigation or compensation must be outlined.</p> <ul style="list-style-type: none"> <li>• The impact on the SAC from development in Hemel is noted, but not from development at Berkhamsted or Tring which are closer to the SAC. This does not reflect sustainable development.</li> </ul> <p>Berkhamsted and Tring proposals need to be included as having a potential impact.</p> <p>In respect to landscape issues and opportunities, no mention is made of the declining rural infrastructure of farming diversity (livestock farming mixed farming and forestry activities) which helps to maintain the character of the landscape and its biodiversity and which development and development pressure degrades. To state <i>the character, diversity and local distinctiveness of all the landscapes of the Borough will be maintained, enhanced or restored, in particular the Chilterns AONB (2.5.4)</i> – with no realistic understanding or supportive measures to achieve this – is meaningless. Consequently this does not support sustainable development.</p> <p>A reference to maintaining and enhancing the land management practices required to achieve this needs to be included.</p>

The Sustainability Appraisal Working Note states (1.4) *at this Issues and Options stage there is not the necessary level of Plan detail to undertake HRA*. Whilst we acknowledge details need to be agreed before a full HRA can be undertaken, it is naive to believe that the outline extent of ALL options for proposed development will not have an impact on the SAC habitat given the proximity of the accessible locations to the majority of net proposed development in Dacorum. Given it already considers *the HRA for the Core Strategy and Site Allocations DPD did not identify any significant issues for any European sites* the current proposals are wholly inconsistent with this. If this is not adequately addressed, this will be unsustainable.

Consequently the text must reflect this additional local pressure and highlight the need to properly consider this.

Regarding paragraph 2.3, SA / SEA and Local Plan issues. Table 2.1 Biodiversity: In addition to issues 1.17 and 23, we consider biodiversity is affected by the following additional issues: 2, 3, 4, 19, 20 and 24. This is because biodiversity is an organic, generic process directly affected by these issues as a by-product of their implementation, not simply an issue for specific sites only. These should also be included.

Consequently Table 2.2 Biodiversity also fails to reflect *how* any of the issues or opportunities are to be addressed – there is nothing about land management which created and now (rarely) maintains the ecology we value to begin with. This is unsustainable and should be recognised and referred to within the text.

Table 2.2 Landscape – see above. This does recognise declines in traditional management practices – and should also include forestry. Text must reflect *how* opportunities can be created and developed.

Table 3.1 contains numerous errors, including:

- SA1 biodiversity is related to 1 Quality of Life in respect of access to and experience of nature and natural environments;
- SA1 is wholly related to 2 climate change – impacts on migration, pollination, seasonal changes to weather patterns etc;
- SA1 is directly related to 7 land use – forestry and farming.
- SA1 is related to 9 a vibrant economy, at least in terms of agriculture and forestry;
- SA1 is directly related to 13 over-abstraction of water as a basic resource requirement;
- SA1 is related to 14 flood risk issues – natural flood relief, SUDS and other hydrological issues

Much the same can be said for SA2 (Water) and SA9 (Landscape), The links between these issues must be recognised in the Working Note to enable a proper understanding of the issues which impact upon the natural environment to be considered and addressed.

Regarding Section 4.3 Issues. SA1 Biodiversity refers to Suitable Alternative Natural Greenspace (SANGs) for the SAC being dependent upon the extent and location of growth options. This may be true but if biodiversity is

	<p>affected anywhere the aims of NPPF seek no net loss and enhancements, over and above impacts just on European sites. The required development will impact upon greenfield land and active farms, both of which will degrade ecology and the means to maintain it.</p> <p>Furthermore, for 26 of the 30 sites selected it is stated that ecological issues are yet to be confirmed. This means these sites cannot properly be assessed in this respect at this stage. Currently there are some surprising inconsistencies in conclusions drawn given the appraisal criteria. Given ALL developments affect greenfield sites, there will, be, by default, be a negative ecological impact of one form or another. Consequently, the Sustainability Appraisals must be considered with due caution pending further ecological information.</p> <p>Furthermore, the practical provision of 'living landscapes' providing larger, joined-up sites and corridors is wholly without any expression in the plan, which will also serve to further isolate some sites.</p> <p>Also, the pressure on the SAC is because of its existing character of mature woodland and open spaces. Local SANGS will not replicate this – although they may help to deflect some immediate pressure. Certainly, without any alternative provision, this will lead to a continued loss of biodiversity and impact on the SAC and is not sustainable.</p> <p>This should also be recognised within the Working Note document as necessary.</p> <p>Regarding paragraph 3.5.3, the reference to Tring Park as being part of the SAC is wrong. It should either be just 'Tring' or 'Tring Woodlands' which is the constituent SSSI name.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22728
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently</p>

	<p>generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>Extensive loss of agricultural ecology is clearly locally negative on this aspect and should be reflected thus, although this may not be significant. The SAC issue is an additional consideration.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22729
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>Extensive loss of agricultural ecology is clearly locally negative on this aspect and should be reflected thus, although this may not be significant. The SAC issue is an additional consideration.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22731
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>Assessment appears reasonable. The SAC issue is an additional consideration.</p>
Include files	
Number	Question 1
ID	LPIO22733
Full Name	Lewis Claridge
Company / Organisation	NHBE
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p>



	<i>Sustainability Appraisal:</i> Assessment appears reasonable.
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22735
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient</u> Woodland is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>This does not reflect the increased isolation of the SSSI and adjacent compensation land. This is a negative effect on this aspect and should be reflected thus and could be significant unless addressed</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22737
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority</p>

	<p>of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient</u> Woodland is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>Loss of agricultural ecology and potential impact on WS is locally negative on this aspect and should be reflected thus, although this may not be significant to other aspects of the development as a whole.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22739
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient</u> Woodland is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>Loss of grassland ecology is locally negative on this aspect and should be reflected thus, although this may not be significant.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22741

Full Name	Lewis Claridge
Company / Organisation	NHBE
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>This could be a neutral impact. The SAC issue is an additional consideration.</p>
Include files	
Number	Question 1
ID	LPIO22743
Full Name	Lewis Claridge
Company / Organisation	NHBE
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently</p>

	<p>generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> This could be a neutral impact.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22745
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> Assessment appears reasonable. The SAC issue is an additional consideration.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22750
<b>Full Name</b>	Mr Patricia Wheway
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<ul style="list-style-type: none"> <li>• Flooding is an issue in the region</li> <li>• There are issues relating to the future capacity of sewage</li> <li>• Issues with water supply. Chalk streams have not been maintained</li> <li>• Issues around pollution and noise need to be considered with emphasis on health and wellbeing of Dacorum residents.</li> <li>• Dacorum's increasing population will lead to additional pressure on secondary healthcare services. This is particularly the case due to increasing numbers of older people in the borough.</li> <li>• All main roads in south-west Hertfordshire are under pressure from heavy levels of traffic, which has adverse effects on air quality and quality of life</li> <li>• Bus services are not adequately linked between Hemel Hempstead railway station, Maylands and Hemel Hempstead town centre</li> </ul> <p>Kings Langley already has expansion, with new accommodation for 40 elderly people opening in the High Street in 2019, and a further elderly care home proposed in Hempstead Road.</p> <p>Other constraints in Kings Langley include:</p> <ul style="list-style-type: none"> <li>* Overcrowding on train services to London during rush hours and a full station car park by mid morning.</li> <li>* Severe traffic congestion on A41 and A4251 during rush hours</li> <li>* Lack of car parking spaces for shoppers in Kings Langley High Street</li> <li>* Local schools and health services are operating at capacity</li> </ul>
Include files	
Number	Question 1
ID	LPIO22753
Full Name	Lewis Claridge
Company / Organisation	NHBE
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient</u> Woodland is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise</p>

	<p>recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> This could be a neutral impact.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22757
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> Assessment appears reasonable. The SAC issue is an additional consideration</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22759
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> This could be a neutral impact.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22761
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> Extensive loss of agricultural ecology is clearly locally negative on this aspect and should be reflected thus, although this may not be significant. The SAC issue is an additional consideration.</p>

<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22763
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>This could be a neutral impact. The SAC issue is an additional consideration.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22765
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p>



	<p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>Assessment appears reasonable. The SAC issue is an additional consideration.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22767
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>Assessment appears reasonable. The SAC issue is an additional consideration.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22769
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as ‘biodiversity’ referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>Loss of agricultural ecology and impacts on WS are locally negative and partially significant. The SAC issue is an additional consideration.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22771
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental</p>

	<p>designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>Given recent management this could be a neutral impact. The SAC issue is an additional consideration.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22773
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>This could be a neutral impact.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22775
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<b><u>Herts Ecology</u></b>

	<p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient</u> Woodland is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> Assessment appears reasonable but could be neutral</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22777
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient</u> Woodland is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> Assessment appears reasonable but could be neutral.</p>
<b>Include files</b>	
<b>Number</b>	Question 1

<b>ID</b>	LPIO22779
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>Assessment appears reasonable – potential significant impact if not addressed as necessary</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22781
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no</p>

	<p>different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> This could be a neutral impact</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1022783
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> Assessment appears reasonable.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LP1022785
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

Your response - Please add your response here	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> Assessment appears reasonable</p>
Include files	
Number	Question 1
ID	LPIO22787
Full Name	Lewis Claridge
Company / Organisation	NHBE
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> Assessment appears reasonable.</p>
Include files	

Number	Question 1
ID	LPIO22789
Full Name	Lewis Claridge
Company / Organisation	NHBE
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i> Assessment appears reasonable</p>
Include files	
Number	Question 1
ID	LPIO22791
Full Name	Lewis Claridge
Company / Organisation	NHBE
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise</p>



	<p>recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>Assessment appears reasonable although woodland would be significant. The SAC issue is an additional consideration.</p>
<b>Include files</b>	
<b>Number</b>	Question 1
<b>ID</b>	LPIO22793
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Herts Ecology</u></b></p> <p>Key Environmental Designations are primarily of legal or national significance; whilst these may influence fundamental constraints, they do not reflect the majority of recognised valuable biodiversity resources present within the district which are recognised as Wildlife Sites (WS).</p> <p>Ancient semi-natural woodland is highlighted; why? <u>Ancient Woodland</u> is referred to in NPPF. Also, most ASNW has no statutory or national or otherwise recognition. Its inclusion in the AW inventory is no different to any other habitat inventory subsequently generated by NE. However, Wildlife Sites should have been included within other(s) environmental designations. These will embrace AW as well as 'biodiversity' referred to in NPPF. (However, appraisals do appear to have identified WS if present).</p> <p><i>Sustainability Appraisal:</i></p> <p>Assessment appears reasonable – but could be neutral.</p>
<b>Include files</b>	

## Report Settings Summary

Event	Local Plan Issues & Options November 2017
Total Responses	22,707
Total Respondents	2,376
Filtered Responses	512
Filtered Respondents	442
Questions	<p><b>Question 2</b></p> <p><b>Have we reflected all cross boundary issues, or issues of particular importance to you or your organisation?</b></p> <p><b>Yes / No</b></p> <p><i>If no, please explain what we have missed how they should be addressed in the plan.</i></p>
Filter	(none)
Consultation Point(s)	<b>ID-4764290-QUESTION-2</b>
Pivot	(none)
Document Name	Question 2 - Summary Report
Created on	2019-04-16 10:50:56
Created by	Strategic Planning Admin

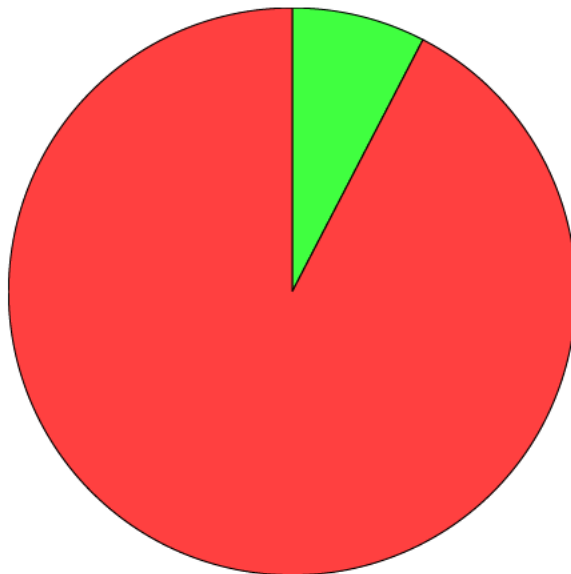
## Your Opinion

Question responses: 512 (100.00%)

## Question 2

Have we reflected all cross boundary issues, or issues of particular importance to you or your organisation?

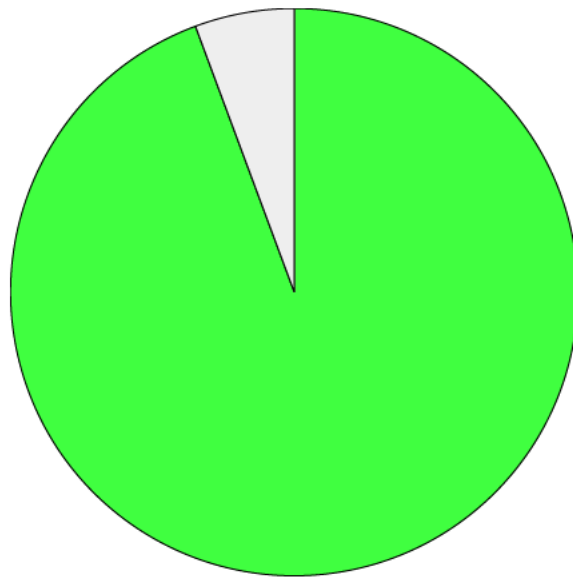
Yes / No



	% Total	% Answer	Count
Yes	7.62%	7.62%	39
No	92.38%	92.38%	473
Total	100.00%	100.00%	512

Responses

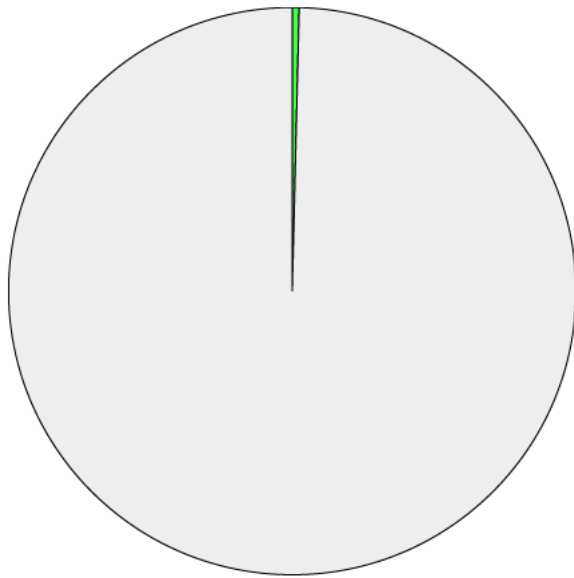
Question responses: 483 (94.34%)



	% Total	% Answer	Count
Responses	94.34%	100.00%	483
No Response	5.66%	--	29
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>512</b>

## Supporting evidence

Question responses: 2 (0.39%)



	% Total	% Answer	Count
Responses with File(s) Uploaded	0.39%	100.00%	2
Responses with No Uploads	99.61%	--	510
Total	100.00%	100.00%	512

## Issues and Options All Responses to Question 2

<b>Number</b>	Question 2
<b>ID</b>	LPIO2
<b>Full Name</b>	Mr John Allan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO69
<b>Full Name</b>	Mr John Lilley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO70
<b>Full Name</b>	Mr John Lilley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I agree with you that the planned development by StAlbans at Gormansbury is absolutely ridiculous. It is a flagrant abuse of the planning system to tack-on their development to Hemel, which is not in their borough. Moving the borough boundary to the M1 would probably mean that they just build on the other side of the M1. Given that the only recently upgraded M1 Junction 8 will have to be rebuilt to cope with the massively increased demand from the proposed build in Dacorum, it seems doubly ridiculous to allow another borough to build across it.</p> <p>I was also disappointed that there was no information about Three Rivers neighbouring development plans.</p>

	<p>They are another borough that effectively is building in Dacorum by tacking-on some massive developments onto Kings Langley, eg: The Ovaltine Factory. It is an abuse of their powers. The land of the Ovaltine factory farms is in Three Rivers and would conveniently fill-in between Kings Langley and the M25, perhaps that is where they will build next?</p> <p>I know that consultation with the highway planning authorities is planned for early 2018. But as an ex-highway engineer who developed the original Hemel Traffic model and helped to design the Gade Valley part of the M25 and the A41 Kings Langley Bypass, I must say that Junction 20 of the M25 has already far exceeded its design capacity. Queues in the morning regularly reach back into Kings Langley high street and back-up nearly a mile on the A41. The lights on the roundabout have helped, but the roundabout is too small for them to work at maximum efficiency. The real solution is some form of grade-separation for the traffic moving from/to the M25 from/to the A41 bypass.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO155
<b>Full Name</b>	Mr John Shaw
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>DBC may consult with other councils but that does not seem to have any positive results. For example the recent developments at Nash Mills and the Ovaltine factory both in adjacent councils have had serious detrimental effects on the traffic in Kings Langley as geographically they are more a part of KL. The traffic now regularly backs up to KL from the M25 junction and this is before there is any further development. If there was any consultation before these developments started in did not result in any mitigating actions. The consultations must have positive results.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO202
<b>Full Name</b>	Mrs Saunders
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No mention has been made to consider the large number of houses currently being built near Aylesbury, or the proposed houses to be built on the RAF Halton site
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO206
<b>Full Name</b>	Mr Martin Cotton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Regardless of DBC's willingness to cooperate with neighbouring councils, it's a two way deal, isn't it? If they refuse to play ball, you are thwarted.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO256
<b>Full Name</b>	Ms Cheryl Hall
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Kings Langley straddles two councils and suffers as a result of these not working together.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO266
<b>Full Name</b>	Mrs Niki Pinchin
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is very apparent that DBC already doesn't confer with neighbouring councils, the Highways Agency or even Emergency Services. Kings Langley has suffered as a result of this and will continue to unless there is some sort of intervention/closer management of their decisions.



	Planning seems to be such a priority to DBC that other amenities suffer as a result - you only have to look at the sizeable development in Nash Mills and subsequent parking problems caused as a direct result along Red Lion Lane to appreciate this.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO317
<b>Full Name</b>	Mr David Stanier
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The use of green belt for building on has been incorrectly interpreted
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO407
<b>Full Name</b>	Ms Stephanie Knowles
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is clear, not only from this document but other planned developments (such as Nash Mills Mosque the development of Ruckler's Lane Garages) and recent developments, such as the Sappi Mills and Ovaltine developments, that there is no joined up thinking or co-operation between agencies and key parties, especially with The Highways Agency. Since the Sappi Mills development, parking has not only increased along Red Lion Lane, but also flowed into Ruckler's Lane and along Nash Mills.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO413
<b>Full Name</b>	Mr Nick Head
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It would appear that St. Albans are putting some of their allocation adjacent to some of Dacorum's allocation of new houses. That will mean the Dacorum district will take all of resulting problems of congestion on roads, health services and schooling etc and St Albans would collect the Council Tax. And the St.Albans development would have no effect on the number of houses Dacorum has to find. That does not seem like cooperation to me.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO434
<b>Full Name</b>	Mrs Karen Mellor
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	People who live in Kings Langley and will still be directly affected by these proposals but who come under Three Rivers District Council should be given the option to comment, especially where it involves development in Kings Langley, Shendish etc.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO440
<b>Full Name</b>	Ms Julia Marshall
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There appears to be little mention of how the large increase in number of homes proposed in Chesham will impact on traffic through Bovingdon to Hemel Hempstead.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO532
<b>Full Name</b>	Mrs Sarah West
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO557
<b>Full Name</b>	Mrs Caroline Williams
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I absolutely believe you have not considered Kings Langley as a whole, nor indeed Dacorum as a whole or Watford as a whole. Any increase in population in one area flows up and down that corridor with maximum impact. You only have to look at 2 weeks ago, when the rail bridge under the M25 was blocked with a skip lorry. It was absolute chaos all over Kings and Abbots and into Apsley, roads were gridlocked for hours. In addition you never liaise on road works or planned works and in the end the locals are the ones that suffer.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO579
<b>Full Name</b>	Georgina Tregoning
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I was informed at the recent Tring meeting that DBC have no authority to plan new roads, schools and other infrastructure. I feel that it is essential that, when drawing up plans, Highways and Education authorities are jointly involved in planning. I also feel that DBC should be co-ordinating plans with neighbouring authorities - in this area, Chesham and Aylesbury Vale in particular.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO590

<b>Full Name</b>	Mr Roger Jackson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The report does not address the Economic or Social Community aspect of sustainable development for Tring. Neither does it address the 'Dacorum Local Plan and Options Document".
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO611
<b>Full Name</b>	Mrs Carole Stokes
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO650
<b>Full Name</b>	Mr Robert Emberson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	We seem to be operating in a vacuum here, with little regard for the enormous changes that are taking place in the surrounding areas. Thousands of houses are being built in the Aylesbury area. Also some 400 houses have been built on the old Hospital site at Halton and when the military leave there the existing buildings will be converted & many more hundreds of houses built.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO654

<b>Full Name</b>	Mr David Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I see little evidence of a holistic approach to transport and infrastructure planning.</p> <p>Examples</p> <ol style="list-style-type: none"> <li>1 I would expect to see detailed input on education resources for each area including assessment of current capacity and expected local growth for housing options</li> <li>2 Road capacity and traffic flow</li> <li>3 Rail link capacity - in particular station car park capacity which is currently a huge bottle neck in Tring and would only get significantly worse with additional housing growth</li> </ol>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO762
<b>Full Name</b>	Mr David Palfrey
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have seen little assessment on the impact on traffic volumes/ flow congestion created by the addition of hundreds of new homes if the proposed Kings Langley housing proposals go ahead. Congestion through the Apsley/Kings Langley corridor to M25 is already unbearable at times.</p> <p>In addition where is the assessment on other local infrastructure and services such as school provision, health and public utilities provision.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO806
<b>Full Name</b>	Mr Austen Constable
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There doesn't appear to be any consideration for the negative impact to the existing residents and their environment. We specifically choose to live on Rucklers Lane due to it's rural setting and the new proposed development would completely ruin the area and the character of the neighbourhood. Our property backs out onto fields which are part of the proposed development, the whole character of the property would be ruined, and the garden overlooked and unusable - not to mention a negative impact on house prices for which I see no provision for compensation.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO816
<b>Full Name</b>	Mrs Karen Bevan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The extension to the East of Hemel should be included in the Dacorum plan as it is so close.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO841
<b>Full Name</b>	Mr Stephen Bevan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	The extension to the east of Hemel Hempstead should be included in the Dacorum plan as it is so close
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO876
<b>Full Name</b>	Mr Ian Jones
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	St Albans refusal to co-operate in the planning process must not impact on Dacorum
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO924
<b>Full Name</b>	Mr Stuart Reid
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	This plan is far removed from the reality of traffic jams, no parking, street pollution levels, school places and quality, and doctor appointments. While there is space for housing, the infrastructure of the town cannot cope with growth.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO972
<b>Full Name</b>	Dr Benjamin Heydecker
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Development of Wayside Farm at King's Langley (KL-h3) could lead to coalescence with Watford to the south. If this site were developed as proposed, then coalescence would be beyond the control of Dacorum Borough Council (DBC). The only way that DBC can prevent any such coalescence is to not develop the Wayside Farm site.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1006
<b>Full Name</b>	mr Tish Seabourne
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	2. YES BUT DBC have reflected the issues but co-operation with St Albans (as highlighted by Sajid Javid (Secretary of State for Communities and Local Government) was key issue in Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.
Include files	
Number	Question 2
ID	LPIO1063
Full Name	Ms Tish Seabourne
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	However, the contribution towards Dacorum's Housing target from the Gorhambury development in Hemel Hempstead should be included in this plan. It is ridiculous to say that the Gorhambury development is not an enlargement of Hemal. Co-operation with St Albans (as highlighted by Sajid Javid (Secretary of State for Communities and Local Government) is still essential and was a key issue in Core Strategy Inspection. <b>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. St Albans are blatantly trying to export their own planning problems to Dacorum.</b>
Include files	
Number	Question 2
ID	LPIO1168
Full Name	Mr John Ingleby
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Consideration does not appear to have been given to:



	<ul style="list-style-type: none"> <li>• The rapid growth of homes in neighbouring Abbots Langley recent years, including Ovaltine and Leavesden Airfield</li> <li>• Possible limitations of the main sewage system serving the Borough</li> <li>• Morning peak hour congestion on southbound M25, originating at Junctions to the East of J20 (see Q12)</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1183
<b>Full Name</b>	Ms G Puddiphatt
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The issues of particular importance to the residents of Berkhamsted and Northchurch lie solely in the development of Green Belt Land in our Area of Outstanding Natural Beauty.</p> <p>I would like to understand why consideration hasn't been given, to focus affordable housing in areas where there are jobs (Hemel Hempstead etc), rather than housing people further away from where their jobs are, increasing environmental issues which are already a problem. The Berkhamsted to Euston trainline is congested, the A41 and roads to Aylesbury, Hemel are congested. Berkhamsted High Street and Northchurch High St already have issues, which in turn will increase the poor air quality at peak times.</p> <p>More Housing means more schools, more supermarkets and more parking needed. Where is the plan to fit all this within Berkhamsted and Northchurch? I would like to understand whether the sustainability of developing extra housing and its associated requirements has been seriously considered.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1194
<b>Full Name</b>	Mr Bernard Richardson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Transport Networks:

	<p>There has been scant thought of the impact of additional traffic movements in the village and its residential roads caused by;</p> <ol style="list-style-type: none"> <li>1. Housing development in Chesham</li> <li>2. B4505 being used by Heavy Goods Vehicles to travel to/from the proposed Maylands Gateway</li> <li>3. Chipperfield Road and High Street being used when the A41 is congested.</li> <li>4 Any new housing development will add to these problems.</li> </ol> <p>Health Services: One of the Surgeries in Bovingdon village is part of a larger practice based in Kings Langley. If there is increased demand for services in Kings Langley then the service in Bovingdon will come under much more pressure.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1249
<b>Full Name</b>	Mr. Mark Scruton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It doesn't seem to address the large areas of development in other areas and how the overall infrastructure will be viewed.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1254
<b>Full Name</b>	Sarah Harper
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>As stated by other commentators ." it has not been possible to undertake an assessment on the Local Plan Issues.."</p> <p>By it's own admission the Council is failing to take into account what is needed.</p>
<b>Include files</b>	

<b>Number</b>	Question 2
<b>ID</b>	LPIO1372
<b>Full Name</b>	Mrs Lisa Moore
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Kings Langley should remain a village and not be merged into Nash Mills/ Apsley and Hemel Hempstead.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1382
<b>Full Name</b>	Mr Brian Rook
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Whilst there is evidence that some cross boundary consultation has taken place, there do not appear to be any satisfactory outcomes, particularly in respect of infrastructure requirements.</p> <p>For example Local Plan 5.5.7 states that Transport modelling shows that "the additional traffic generated . . . can be accommodated on the existing road networks". This is a very surprising conclusion just for the existing housing plans, let alone for the new Local Plan housing. And there is no evidence that this modelling includes expected traffic volumes from developments just outside the Dacorum borders, particularly in the Vale of Aylesbury.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1436
<b>Full Name</b>	Miss Penelope Allsop
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1523
<b>Full Name</b>	Mrs Rachel Conradi
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Bucks Council are proposing a huge new housing area just outside Chesham on the Chesham to Bovingdon Road. The impacts of this on local infrastructure will be huge and adding more houses in the same area seems ludicrous
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1589
<b>Full Name</b>	Mrs Susan Johnson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	As a town on the border between counties and Regions, Berkhamsted and Dacorum is as much affected by others as internally. More emphasis should be placed on cross border considerations e.g. the development of St Albans or Aylesbury.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1611
<b>Full Name</b>	Mr Peter Brown
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Dacorum has made insufficient effort to work with surrounding authorities. There has been total abdication in its dealings with St Albans despite the fact that one of the main recommendations of the 2012 enquiry was that Dacorum and St Albans should work together. The

	Gorhambury development should contribute towards Dacorum Housing target.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1676
<b>Full Name</b>	Jenny Thorburn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	More attention needs to be given to the present expansion of Aylesbury - which looks like it will lap up to the Dacorum boundary and the edge of the Chilterns, with all the environmental consequences and pressures on the landscape for visitors, leisure etc no to mention roads and other public facilities - people don't stop at local government boundaries!
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1726
<b>Full Name</b>	Mr Kenneth Watts
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Dacorum may claim to be committed to cooperation with other councils but there is little evidence that this has happened in the past, or that it is happening currently. The Ovaltine with Three Rivers is one example where a significant increase in housing provision has already occurred in Kings Langley outside the control of Dacorum. The proposed Gorhambury development is an example of a neighbouring authority developing their land but effectively adding geographically and practically to Dacorum's burden, presumably without the benefit of rate income or a reduction in Dacorum's housing commitment. Kings Langley cannot shoulder significant additional load from two boroughs and this must be reflected in both authority's approach in this situation. Get your heads together - you all love meetings!
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1752
<b>Full Name</b>	Mrs Pamela Kingsland

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	It is failing to take into consideration the village as a whole.
Include files	
Number	Question 2
ID	LPIO1757
Full Name	Mr Craig Wiggill
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The Gorchambury development is core to any assessment - the opportunity and impacts of this have not been adequately dealt with in the plan.
Include files	
Number	Question 2
ID	LPIO1778
Full Name	Mr Richard Case
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the</li> </ul>

	Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1872
<b>Full Name</b>	Mrs Alison Hales
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I do not feel that cross boundary issues have been addressed in the Plan. The infrastructure in Kings Langley is already at breaking point. The trains are full when they arrive at the station in the morning at peak times. The Buses cannot move as they are stuck in the traffic. The schools in the area are already oversubscribed. By concreting over Wayside farm Kings Langley will be more at risk of flooding.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1883
<b>Full Name</b>	Evans
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Green belt land should not be built on. Do not build where there will be a blurring of boundaries between current areas. The traffic issues have not been addressed.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1912
<b>Full Name</b>	Miss teresa finnigan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Infrastructure has not been dealt with by you or St Albans, we are looking at potentially 28,000 homes over a 20 year period within these two districts, such as the roads, rail, public transport, community facilities and so on. There is still a massive debate as to what both sides want with regards to the potential Gorhambury Estate and to the housing numbers which is in the Redbourn Parish.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO1957
<b>Full Name</b>	Mrs Katie Garner
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I would like to know what specific plans Buckinghamshire have for the land between Chesham (Bucks) and Bovington (Herts). It seems likely that development will happen on the Buckinghamshire side of Bovington and this should be taken into account in any planning , particularly as the infrastructure (roads, schools, parking, doctors surgeries and flood management) struggle to cope with the existing housing and population living in and moving through the area. The Chesham road/Box lane that passes over the county boundary is congested every weekend and made worse by Bovington market traffic.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2003
<b>Full Name</b>	Mr Christopher Giddings
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The plan has not considered the cross boundary transport infrastructure requirements of the proposed developments. This stems from a fundamental flaw in the planning process that assumes county and national government will be additional infrastructure but only after developments have been built. The council does not recognise this limitation in its plans.
<b>Include files</b>	



<b>Number</b>	Question 2
<b>ID</b>	LPIO2011
<b>Full Name</b>	Mrs Christine Mabley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Hoping for collaboration is not the same as getting it. It seems very divisive of communities to play off different council schemes at frontiers eg St Albans geographically will construct housing that will impact Dacorum's services
<b>Include files</b>	

<b>Number</b>	Question 2
<b>ID</b>	LPIO2029
<b>Full Name</b>	Mrs Jane Hennell
<b>Company / Organisation</b>	Canal & River Trust
<b>Position</b>	Area Planner
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Waterways can help with delivering a range of policy topics or themes and it is important to consider waterways as a cross cutting theme or topic in plans.</p> <p>Waterways are multi-functional assets providing multiple social economic and environmental benefits. In addition to being a form of green and blue infrastructure, important for leisure, recreation and tourism uses, they can provide local and strategic sustainable transport routes. The Grand Union Canal and its various arms run through several local authority areas but most notably there needs to be cross boundary thinking between Dacorum and Aylesbury Vales District Council and Three Rivers. This is of particular importance at present as the Vale of Aylesbury Plan is currently under consideration. This provides the perfect opportunity to recognise the value that the canal brings to each Local Authority area and ensure it's cross boundary nature is properly considered in all policy themes.</p> <p>The canal is increasingly being promoted as used in association with new technologies, contributing to the creation of 'Information Superhighways' and a potential source for thermal energy generation and cooling. They can act as catalysts for regeneration and a focus for development, are vital for many local small or medium sized enterprises (SMEs) while also supporting and adding value to larger companies. They form a valuable part of the visitor and green economies in both areas – engaging local communities and visitors alike and laying the foundations for future health, well-being and prosperity.</p> <p>A supportive planning policy framework from national to neighbourhood level, can assist in unlocking the potential contribution and value of waterways to economic, social and environmental wellbeing of regions, districts, communities and individuals; along with protecting these valuable assets for the benefit of current and future generations.</p> <p>It is therefore vitally important that planning policy recognises not only the multi-functional nature of waterways and the contribution they can make to wider economic, environmental and social objectives</p>

	such as public health, renewable energy and sustainable development, strengthening resilience and creating conditions suitable for growth but their cross boundary nature so that proposals to develop on or alongside the canal are treated equally in the region to ensure that one area does not suffer from undue pressure for development as a result in variations in planning policy.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2075
<b>Full Name</b>	Mrs Carole Mollison
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	traffic problems , not sufficient care , re doctors , dentist , parking for accommodation , two bed appt only one parking space . Flooding issues ,utility already stretched
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2154
<b>Full Name</b>	Mr Les Mosco
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Cooperation with St Albans was key issue in Core Strategy Inspection. Dacorum have tried to engage with St Albans but their refusal to co-operate cannot be allowed to impact detrimentally on Dacorum.  Dacorum should also consider the use of RAF Halton, if that is an option for closure, as a potential new town which could accommodate a high number of houses, and already has buildings and facilities which could easily be converted to schools, doctors surgeries, offices etc.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2199
<b>Full Name</b>	Mrs Melanie Flowers

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I do not feel that adequate consideration has been given to large scale development of brownfield sites in the neighbouring areas to Kings Langley within the past 20 years (Leavesden Airfield, Two Waters, Apsley Lock, Ovaltine, Nash Mills papermill site to name a few) which have already meant that the road network, health services and education system are already totally overloaded. The area cannot take any more development without the infrastructure to support it. More brownfield development should be restricted to a minimum and the greenbelt should be maintained to stop the villages and towns merging into one another and their character being lost forever.</p> <p>On questioning the Dacorum planning officers, it appears that traffic modelling is only done by computer and no actual observations of traffic flows has been carried out. This means that the knock-on issues of problems on the A41/M1/M25 which regularly lead to gridlock in Hemel Hempstead/Apsley/Kings Langley has not been taken into account. I have also seen no mention of any consultation with the providers of rail and bus services to account for the requirement to encourage greener modes of transport which is mentioned in a very vague manner. The bus service has been drastically reduced, the trains are completely overloaded and we have no cycle routes in this area whatsoever.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP102251
<b>Full Name</b>	Mr Robert Wakely
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The draft Dacorum Local Plan fails to show:</p> <ul style="list-style-type: none"> <li>• how to meet the desperate need for more affordable and social housing for our young people, as well as the teachers, NHS staff and carers, and other workers we need to live and work in this community;</li> <li>• how to ease the pressure on Berkhamsted and Northchurch's creaking infrastructure (public transport, cycling and walking, roads, parking, schools and playgrounds, GPs, sewers, water and utilities) from recent housing developments, let</li> </ul>

	<p>alone the demands of further housing development;</p> <ul style="list-style-type: none"> <li>• how further housing development is consistent with the stated aim to protect and enhance what local people love about where we live;</li> <li>• how the community can be guaranteed that new housing will be developed sustainably meeting the highest environmental standards; or</li> <li>• how development will avoid associated traffic worsening congestion, air pollution and road safety in Berkhamsted, Northchurch and Tring.</li> </ul> <p>I am opposed to the draft Dacorum Local Plan and the Options proposed which would all mean the sacrifice of greenbelt land. I am calling for Dacorum Borough Council to present a draft Plan which is genuinely designed to meet the needs of this community, in particular:</p> <ul style="list-style-type: none"> <li>• greenbelt land only allocated for development where guaranteed more than 50% genuinely affordable housing (and at least half of that to be social housing)</li> <li>• increased provision of sheltered and extra care housing for older residents</li> <li>• increased provision of 1 and 2 bedroom flats for younger residents</li> <li>• commitment to a thorough assessment of the infrastructure needs of each community and active planning to meet those needs <u>ahead of</u> further development</li> <li>• all future development to be subject to strict environmental and sustainability standards, including low carbon energy provision, limiting traffic growth and enhancing road safety.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2303
<b>Full Name</b>	Mr George Bull
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Tring stands at the edge of the county of Hertfordshire, and adjoins the Vale of Aylesbury within Buckinghamshire. Aylesbury is expanding rapidly towards Tring through the construction of very large industrial, commercial and housing developments. Following ministerial assurances, these must be recognised in the context of the provision of housing, jobs and the overall impact on communities and the environment. By contrast, the current consultation treats the Dacorum area in complete isolation.</p>
<b>Include files</b>	

<b>Number</b>	Question 2
<b>ID</b>	LPIO2306
<b>Full Name</b>	Mr Paul Crosland
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Dacorum appears been unsuccessful in engaging with St. Albans District Council over plans for the Gorhambury site. This was a key recommendation of the Planning Inspector in the Core Strategy review. The contribution towards Dacorum's housing targets from the Gorhambury development should be reflected in the current Local Plan proposals.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2340
<b>Full Name</b>	Dr Nick Hodsdon
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There does not appear to be any co-ordination with neighbouring councils or plans.  The plan does not preserve the green spaces between Hemel Hempstead, Apsley and Kings Langley and will inevitably lead to coalescence and loss of the village character of King Langley
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2403
<b>Full Name</b>	Mrs Marriott
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The infrastructure is not in place to accommodate the housing numbers quoted. That has be developed first before proceeding to developing plots. That should be a collective decision by all the councils working together

	with national requirements. We are seen the council investing on things such as electronic speed signs instead of investing in fixing the pot holes and making the road surface safe first. It is not clear that the focus in on the right area at the right time.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2432
<b>Full Name</b>	Mr Timothy Copeman
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No, this is not a holistic plan with clearly defined initiatives as to cross boundary issues. We need to protect the greenbelt and areas of natural and outstanding interest. This is an ill conceived plan which panders to the whims of national government and profiteering without full consideration of the impact on the environment, infrastructure and quality of life of the existing residents
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2512
<b>Full Name</b>	Mrs Margaret Stanier
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There is insufficient evidence of cooperation with the relevant councils, particularly Hertfordshire County Council, to improve both the road infrastructure and the provision of public transport.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2560
<b>Full Name</b>	Lisa Savage
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Neighbouring councils appear to ride rough-shod over Dacorum, with developments in areas such as Gorhambury and Ovaltine not reflected in the Dacorum housing allocation.  The plans in their current form show scant regard to the Kings Langley boundaries. The Shendish proposal in particular would have the effect of merging Kings Langley with Apsely and ultimately Hemel Hempstea.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2574
<b>Full Name</b>	Mrs Carolyn Wallis
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The council needs to show evidence that they are actively consulting and planning with all relevant organisations covering at least the following areas:  <ul style="list-style-type: none"> <li>• Water supplies</li> <li>• Waste</li> <li>• Transport</li> <li>• Health</li> <li>• Education</li> <li>• Environment</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2609
<b>Full Name</b>	MS Nicola Hutton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	In this preamble you have said that development needs to be for the right homes in the right places. There are many unused offices and industrial buildings unused e.g. On London Road near Apsley railway station, Offices are permanently being advertised. The infrastructure to access this is not sufficient and it is notable that previously BT chose to move from this location.  Therefore the proposals to develop Wayside farm as an industrial location would seem to be wholly inappropriate given that the demand is not there. There is a move



	towards SMART working with an emphasis on working from home so the requirement ofr extensive Office accommodation is reducing.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2638
<b>Full Name</b>	Mr Alan Andrews
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Kings Langley will lose its village status and will just be another area of Hemel Hempstead
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2660
<b>Full Name</b>	Mrs Sue Lower
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2699
<b>Full Name</b>	Mr Norman Allan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	By treating Shendish Manor as part of the Hemel Hempstead expansion, despite it actually being part of Kings Langley, you are underestimating the impact on the traffic congestion through Kings Langley. In addition you are merging Hemel with Kings Langley. That is in addition to the expansion of Leavesdon and Abbots Langley affecting Kings Langley.
<b>Include files</b>	

<b>Number</b>	Question 2
<b>ID</b>	LPIO2710
<b>Full Name</b>	mr Mario yiannopoulos
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Morning and evening peak hour congestion on southbound M25 J20 and Hemel junction with M1 are already at +30 mins every day. The additional planning in neighbouring boroughs therefore will only add the through traffic on Box Lane /Bovingdon - the only route to the M25 /A41/and M1
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2716
<b>Full Name</b>	Mr James Puddiphatt
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2750
<b>Full Name</b>	Mr Cyril Mills
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Its difficult to know. It would seem that there are developments in other neighbouring areas which are relevant to these proposals but thinking and planning are not joined up. eg the St Albans area among others
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2761
<b>Full Name</b>	mrs Gillian Hooper

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The proposed developments would effectively end Kings Langley as a village - loosing any distinction between Watford and Apsley/hemel.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2794
<b>Full Name</b>	Mrs Carol Chandler
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2837
<b>Full Name</b>	Mr Paul Mcpherson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There has been no consideration to quality of life for residents of kings langley. There is already heavy traffic, no parking, pollution, lack school places and difficulty with getting doctor appointments. While there is space for housing, the infrastructure of the town cannot cope with growth.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2857
<b>Full Name</b>	Mr Antony Harbidge
<b>Company / Organisation</b>	Berkhamsted Residents Action Group (BRAG)
<b>Position</b>	Chairman
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2895
<b>Full Name</b>	Dr Rachael Frost
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Some areas covered by this plan appear to have the green belt surrounding them encroached on from all sides (e.g. Aldbury), and large similar development in surrounding areas e.g. the development near the Maylands, will only increase demand on infrastructure from all sides. None of the options listed in DBC's plan discusses the impact of each of these in light of the different possibilities for building in other areas and the impact this might have. I also note that one of the working notes mentioned that Welwyn is trying to offload development onto Dacorum.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2923
<b>Full Name</b>	Mr John Lunn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There are big developments planned to happen in neighbouring areas as well. There needs to be a higher level consultation and forward plan to ensure that these compliment each other and do not cause more bottlenecks and adverse impacts on services, medical and schools, utilities and road links
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2944
<b>Full Name</b>	Mrs Linda Lunn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I do not believe that what you have stated as your goals in your local plane are being met e.g. protecting the needs and opportunities of local communities, particularly with the considerations for being able to access doctors, hospitals , particularly as Hemel Hospital services are now dispersed, schools and the enviornment.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2972
<b>Full Name</b>	mr hugh siegle
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is accepted that St Albans have refused to cooperate or offer any housing benefit to Dacorum from their development on the eastern boundary of Hemel Hempstead but the Council have to be more robust in obtaining a contribution to the Borough's housing need given the Planning Inspector's determination on St Albans Plan and subsequent intervention by the Secretary of State
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO2998
<b>Full Name</b>	Mr Paul Stanbridge
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	We have not been consulted about changes to the Green Belt which affect our farm.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3020
<b>Full Name</b>	Mrs Carolyn Hill
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Whilst I somewhat agree: DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</p> <p>I also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers to give an overall picture of sustainable development in Herts/Beds and Bucks as a region (and Chiltern AONB) with dense population and transport pressures.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3023
<b>Full Name</b>	Mrs Carolyn Hill
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I partly agree - DBC have reflected the issues but co-operation with St Albans was key issue in Core

	<p>Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture. A lack of consideration is given to the significant housing developments in neighbouring parts of Beds and Bucks, particularly the substantial housing expansion of Aylesbury which will impact on the environment and transport infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers and the impact on adjacent Chilterns AONB.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3046
<b>Full Name</b>	Mrs Rosie Eisenstadt
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Prime site for more houses is on the edge of Hemel which is actually in St Albans area. So Hemel will pick up the extra population but with no extra money for infrastructure as the budget for this will go to St Alabns. Can't be right.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3050
<b>Full Name</b>	Mrs Rosie Eisenstadt
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Prime site for more houses is on the edge of Hemel which is actually in St Albans area. So Hemel will pick up the extra population but with no extra money for infrastructure as the budget for this will go to St Alabns. Can't be right.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3181
<b>Full Name</b>	Mrs Alicia Southgate

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	This fails to take into account multiple factors such as increased stress on roads, schools and parking, let alone the fact that Kings Langley will lose its rural, village feel.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3222
<b>Full Name</b>	Mr George Wheway
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>You need to consider cross boundary brown field land in three rivers that is still within Kings Langley. For example Olivers Plant near KL railway station. There is a duty of cooperation to work with other boroughs especially when part of KL.</p> <p>Not enough has been done to identify brownfield sites and you are legally obliged to do this before considering Green Belt land for development.</p> <p>Large increase in population in Abbots Langley impacts KL infra structure especially train services and traffic</p> <p>Huge congestion to get on M25 at peak times.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3256
<b>Full Name</b>	Mr Michael Partridge
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There is insufficient evidence of adequate planned cross boundary infrastructure improvements.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3261



<b>Full Name</b>	Mrs Victoria Bate
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3308
<b>Full Name</b>	Mr Adrian Bate
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The issue with the Shendish boundary issue is absurd (by designated as coming under the Hemel boundary).</p> <p>Also, for those of you with short memories, we had a socking great motorway bisecting our green belt in Kings Langley nearly 50 years ago - so creating the ultimate man-made boundary. Enough.</p> <p>The issue is that there won't be any boundaries soon, just sprawl.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3316
<b>Full Name</b>	Mrs Brigitte Sawyer
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3323
<b>Full Name</b>	Mrs Brigitte Sawyer
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I live in Shendish which is in the parish boundary of Kings Langley, not part of Hemel Hempstead
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3372
<b>Full Name</b>	Mr Phil Sawyer
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Zoning Shendish as part of Hemel is not correct. It is with the parish of Kings Langley .
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3406
<b>Full Name</b>	Mrs Ann Johnson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Kings Langley village straddles the two districts of Dacorum and Three Rivers. It is important that cross boundary agreements are in place before any of the village sites are released.  Additionally the impact on Kings Langely of any developments which are accessed through the village should be formally considered through written agreements. The four roads which provide access to Chipperfield and Bovingdon are unsuitable for any additional traffic.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3449
<b>Full Name</b>	Mrs Linda Partridge
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There is insufficient evidence of adequate planned cross boundary infrastructure improvements.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3499
<b>Full Name</b>	Mr Simon Walter
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3507
<b>Full Name</b>	Mr Ashley Martin
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Dacorum BC have tried to engage with St Albans DC in respect of the land at Gorumbury, east of Hemel Hempstead. St Albans council's refusal to engage with Dacorum cannot be permitted to impact on the housing target for Dacorum and accordingly the Gorumbury development should be included in the Dacorum plan.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3550
<b>Full Name</b>	Ilyn horne
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	<p>It is quite clear that there is a lack of co-operation between Dacorum and St Albans given the issues we see in the press regarding the St Albans plans for development right on the boundary of Dacorum. Also, the development of the Ovaltine estate within Kings Langley by Three Rivers.</p> <p>Where is the evidence that there is a joined up approach between neighbouring councils? Villages such as Kings Langley need to see that our councils and neighbouring councils are working together to ensure that they don't become part of another town because there is not joined up approach.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3556
<b>Full Name</b>	Mr Robert Bailey
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The whole area should be considered in total and not just by borough boundaries e.g. the area beyond our eastern boundary is in the St Albans borough but would naturally look to Hemel Hempstead for all its infrastructure needs as the M1 forms a real boundary .</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3561
<b>Full Name</b>	Mrs Sandra Jackson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I attended the 'roadshow' at Kings Langley Cricket Club where I spoke to a DBC representative and asked her whether roads planning was taken into account. Her answer was that the decision on where to build would be taken first and then Hertfordshire Highways department would be informed. This is not a strategic way to take all things into account when making decisions about where new homes should be built.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3597

<b>Full Name</b>	Mr Andrew Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There is not enough detail to suggest a commitment within Hemel Hempstead to reach their target, which is behind by 21%.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3606
<b>Full Name</b>	Mr John Thomas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Planning Inspector stated this should have been the most "significant" part of the review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3620
<b>Full Name</b>	Mrs Maria Murray
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It feels too concentrated in an area that is already bursting with existing tenants. There are daily challenges now on traffic, public transport and emergency services. This only adds to the problem and challenges the community faces rather make it fit for the community.  No full consideration has been given to the significant impact it will have on existing residence and lack of facilities and infrastructure that is currently in place. Many of the residence have resided in the area for a long time and the reason why people have remained here is due

	to the strong community and not the over density feel you encounter if you lived in the city of London.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3633
<b>Full Name</b>	mr jason funnell
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No - a democracy on proposed sites should also include the nominations - whi decided these sites and why were people not consulted prior?
<b>Include files</b>	

<b>Number</b>	Question 2
<b>ID</b>	LPIO3707
<b>Full Name</b>	Mr Anthony Warren
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Unclear cross county issues. e.g. Silent on the large developments in Bedford Central (Luton) and the impact on local infrastructure. Silent on St. Albans plans
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3774
<b>Full Name</b>	MR ALAN jackson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	have you really had discussions with highways England about traffic traveling to the M25 through Kings Langley
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3910
<b>Full Name</b>	mrs Marilyn Whyman
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	We will become one sprawling mass ....is this what we really want for future generations?
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3912
<b>Full Name</b>	Mr Alan Johnson
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Insufficient consideration has been given to the extensive developments, including planned developments, that have taken place in and around Kings Langley including the Ovaltine estate, Sappi Graphics and John Dickinson sites and the Two Waters Masterplan which have added - and will add - thousands of additional houses. With the exception of the Two Waters development, the majority of the demand for doctors, schools, transport, shops etc falls to Kings Langley. In addition, no consideration has been given to what Three Rivers and St Albans are proposing; Three Rivers will be putting the majority of their housing development in Abbots Langley. This is particularly important as Dacorum are expected to reach cross boundary agreement in relation to the future of the housing and employment land within Three Rivers. Similarly, new homes and employment land at Gorhambury Estate, East Hemel within St Albans District relate to Hemel Hempstead and should contribute towards Dacorum housing and employment needs,
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3915
<b>Full Name</b>	Mr Brian Binmore
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Bovingdon sits close to the Bucks CC border and some of the infrastructure issues that affect that part of Hertfordshire will also affect the neighbouring points in Bucks. Since this is a nationwide target, presumably Bucks are also considering their own consultation for an increase in housing in the Chesham and Whelpley Hill areas. Their decisions will impact Herts', and vice versa, and negative impact could therefore be doubled, or worse, unless cross-boundary plans are taken into account.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3950
<b>Full Name</b>	Mr Tim Varley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	



<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The impact of extensive new residential and industrial development in Buckinghamshire (Aylesbury Vale) upon northwest Dacorum will be significant and the plans for Dacorum should pay great attention to the "Aylesbury effect".
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO3982
<b>Full Name</b>	Mr Brian Kazer
<b>Company / Organisation</b>	Tring in Transition
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	DBC should meet with AVDC to discuss option of moving the small/medium warehouses scheduled for Dunsley Farm (site Tr-h5) to land adjacent to the Arla site at College Road North, where warehousing would be less intrusive than at Tr-h5 and have equally good link to A41 dual carriageway. (Note: warehousing tends to create very few new jobs as it is largely automated including driverless lift trucks). This would enable additional housing at Tr-h5 including sheltered housing and a residential home, lessening impact elsewhere in Tring,.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4055
<b>Full Name</b>	Mr Andrew Jones
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	You don't include Shendish as part of Kings Langley - which it IS. All the maps say it is, and the local council also say it is.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4088
<b>Full Name</b>	Mr Bruce Morris
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	A contribution from St Albans is essential given the proximity of the Gorhambury development.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4187
<b>Full Name</b>	Mrs Susan Bishop
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The infrastructure in Kings Langley can in no way cope with growth of this scale!
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4218
<b>Full Name</b>	Mr Kevin Long
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4246
<b>Full Name</b>	Mr Michael Holdroyd
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There appears to be a significant issue in the co-operation of DBC and St Albans as pointed out by the inspector at the public sessions. Resolution of this

	and the proper use and allocation of the land identified by the inspector east of hemel would greatly alleviate developments in other areas. Cross border issues have not therefore been adequately reflected in this assessment/appraisal
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4284
<b>Full Name</b>	Mr Tom Jowsey
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	When the village already has a Bypass and there is no space to widen the main road as well as a rail line that is struggling to cope with present demand there is no viable solution for accommodating growth at the ridiculous levels proposed in and around Kings Langley.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4334
<b>Full Name</b>	Mr Anthony White
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Traffic congestion and road infrastructure have not been dealt with
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4357
<b>Full Name</b>	Mr Clive Thomas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Previous experience when opinions of residents, resident associations and parish councils continue to be ignored.

	The notion of cross boundary consultation is sheer hypocrisy
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4465
<b>Full Name</b>	Mrs Felicity Bond
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I would suggest it is far better to focus affordable housing in the larger towns where there is employment and better train services such as Hemel Hempstead and Aylesbury.</p> <p>I would also suggest that the areas of Outstanding Natural Beauty in and around Berkhamsted and Northchurch remain exactly that .</p> <p>There are neither the schools, supermarkets, roads or train services to support increasing the population of a small town by an enormous 25% without affecting child road safety, petrol fumes air pollution and accessibility to key services such as the GPs.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4512
<b>Full Name</b>	Mrs Alexandra Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Kings Langley borders two parish councils and I feel you have not discussed with the three rivers there plans to develop land. In and around the village of Kings Langley there is already building works that are having a knock on effect on the local roads which are already grid locked. The development of office buildings at the far end of the village near M25 and the care home in the centre of the village which is under construction as well as the potential of retirement flats at the far end of the high street all of which are already putting strain on local amenities.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4526
<b>Full Name</b>	Mrs Alison Williamson

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It does not appear that cross boundary issues are ever fully considered. The new large developments of the old Leavesden airfield site have definitely led to an increase in those commuting and using Kings Langley station, without any additional parking or rail facilities. Most people in new developments, because of their more remote positions on the edge of existing developments utilise cars as their mode of transport. This is not considered in furthering developments.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP104532
<b>Full Name</b>	Dr Alasdair Malloy
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The issues regarding transportation and the effects of this development have not been taken into consideration.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP104563
<b>Full Name</b>	Mr Patricia Wheway
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Duty to liaise with Three Rivers to utilise under employed land within Kings Langley but just outside Borough.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP104568
<b>Full Name</b>	mrs julie green
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4649
<b>Full Name</b>	Mr Andrew Criddle
<b>Company / Organisation</b>	Tring Sports Forum
<b>Position</b>	Vice Chairman
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is critical for Tring and especially for Tring Sporting Community that there is full consultation with, and consideration given to the developments and housing expansion of, Aylesbury Vale District Council
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4657
<b>Full Name</b>	Mr Keith Bradbury
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Failure to engage with St Albans
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4733
<b>Full Name</b>	Mrs Joanna Brown
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Our local council (DBC) has tried to engage with St Albans District council but they will not co-operate. The inspector stated that this co-operation should be the

	most significant part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4749
<b>Full Name</b>	Mrs Sara Cooke
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is extremely difficult to assess any of the local plan when the status of the Gorehambury development is still not clear. It is ridiculous that this should not count towards some of Dacorum's "budget" as Hemel Hempstead will take most of the strain and new residents will look towards Hemel and Berkhamsted for their needs and for commuting putting further pressure on a creaking system. How can we make informed comment on the various Options if the status of this massive development is still not clear.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4777
<b>Full Name</b>	Mrs Deborah Ludlow
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4817
<b>Full Name</b>	Dr Jane Leithead
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	I have not seen adequate co-working between Dacorum and Three Rivers before now, so am very concerned that Kings Langley will be caught between the two organisations with regards to development planning.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4878
<b>Full Name</b>	Mrs Beverley Griffiths
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Dacorum should incorporate a share of the proposed 2500 housing units at "East Hemel" towards our own housing needs. There should be a joint plan with other districts.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4891
<b>Full Name</b>	Mr Pdraig Dowd
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There are proposals by Buckinghamshire Council that are relevant as they affect the adjacent Chesham and bovington ares.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4936
<b>Full Name</b>	Mr Hugh Griffiths
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The consultation document lacks evidence of engagement with neighbouring local authorities in Buckinghamshire and Bedfordshire.



<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO4995
<b>Full Name</b>	Mr Colin McLaren
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5006
<b>Full Name</b>	Mr Chris Lumb
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It seems to be the case that Dacorum has been unable to engages the St Albans Council in discussions on boundary areas of common interest, such that there is a situation where St Albans is proposing to build a large area of housing at Gorhambury that will be immediately adjoining the Dacorum area. Consequently, Dacorum should take the effect of this housing into account, since many if not all of the residents will in all probability see Hemel Hempstead as their nearest and most convenient option for shopping, etc.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5100
<b>Full Name</b>	Mr Martin Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Cross boundary issues have not been addressed as more housing in Kings Langley will mean more traffic and pollution (which is already bad) as people will travel

	to where work is, as there is not much in K/L itself. This will affect infrastructure outside the boundary as well.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5153
<b>Full Name</b>	Mrs Ruth Bareham
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Detailed cross boundary considerations seem difficult to view and as such it seems likely these could be given more consideration. Additionally, infrastructure and service provisions are of particular concern given the proposals for Kings Langley. The proposals could dramatically change the feel of the village and its geographical size, as well as seeing impact from neighbouring proposed developments without any detailed scope on either infrastructure improvements or additional services such as doctors surgeries and schools.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5194
<b>Full Name</b>	Mrs Catherine Anderson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5196
<b>Full Name</b>	Mr Nicholas Ring
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	<p>The Shendish estate is in the Kings Langley Parish, not Hemel Hempstead.</p> <p>Furthermore, any future housing on this site would irreversibly create a ribbon link between Kings Langley and Hemel Hempstead.</p> <p>Shendish provides a green buffer to the north of Kings Langley which must be retained for our future generations.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5200
<b>Full Name</b>	Mr Gareth Morris
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The boundary disagreement with St.Albans over Gorhambury and a coordinated approach to infrastructure and jobs in that area surely must be resolved.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5256
<b>Full Name</b>	Mr Gary Ansell
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I do not see much evidence of detailed cross boundary consultation with Three Rivers District Council (TRDC). Kings Langley is split between DBC and TRDC as the boundary follows the Grand Union Canal and yet there are four Green Belt site options included in the consultation document with no account for what TRDC may also propose on the other side of the canal, the impact of which will hit the DBC side as this is where the majority of Kings Langley's facilities reside. I appreciate that TRDC have not yet published their plan but DBC must comprehensively liaise with TRDC and impact assess very carefully what TRDC propose before allowing any development in and around the DBC side of Kings Langley.</p>
<b>Include files</b>	
<b>Number</b>	Question 2

<b>ID</b>	LPIO5306
<b>Full Name</b>	Miss Giulietta Cinque
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The issues of particular importance to the residents of Kings Langley lie particularly in the development of Green Belt Land in our Area of Outstanding Natural Beauty.</p> <p>I would like to understand why consideration hasn't been given, to focus affordable housing in areas where there are jobs (Hemel Hempstead etc), rather than housing people further away from where their jobs are, increasing environmental issues which are already a problem. The Kings Langley to Euston trainline is congested, the A and B roads to Watford and Hemel are congested. Kings Langley High Street and Apsley High St already have issues, which in turn will increase the poor air quality at peak times.</p> <p>Cross boundary development has absolutely NOT been considered as we have had the development of the Ovaltine estate which has added an additional small town to Kings Langley adding pressure to all the local services yet because this comes under Three Rivers and not DBC, these dwellings do not appear to have been counted or considered. Why do we need so many more? Where are the, AT LEAST 3580 people coming from?</p> <p>More Housing means the need for more schools, more supermarkets and more parking. Where is the plan to fit all this within Kings Langley? I would like to understand whether the sustainability of developing extra housing and its associated requirements have been seriously considered.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5371
<b>Full Name</b>	Mrs J Nathan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2

<b>ID</b>	LPIO5455
<b>Full Name</b>	Mrs Emma Harris
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5468
<b>Full Name</b>	Mr Garrick Stevens
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Yes But ....</p> <p><b>Yes, but</b></p> <p>A the Gorhambury development [in St Albans District] will manifestly impact Dacorum's environment – for services etc, and while SAD may be unwilling to contribute part of the development numbers to DBC at present, there should be a basis to oblige SAD to allocate relevant funding from S106/CIL to DBC to offset the adverse impact on the Borough's infrastructure.</p> <p>B The SHMA confines itself to west Herts districts, but there are developments in e.g. Aylesbury, Bucks, and Bedfordshire, which impact the local area viz the numbers of daily commuters causing congestion and delays on the A41 or the Leighton Buzzard road, and former residents who are unable to buy/rent in the Borough and hence relocate to e.g. Leighton Buzzard.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5531
<b>Full Name</b>	Miss Lucy Muzio
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	You haven't reflected at all on the issues of the farmers land, wildlife and the loss of public bridleways where horse riders will go? An the loss of the working farms which do not want to sell. This seems very sneaky and backhanded as they didn't know anything about this proposal of their land.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5559
<b>Full Name</b>	Mr Quentin Ross-Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It doesn't seem to take in the whole village i.e. kings Langley also has Three Rivers the other side of the canal and all residents use the village amenities as in the development of the Ovaltine. This needs to be taken into consideration.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5568
<b>Full Name</b>	Mr Michael Ridley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Other than accident of history, (The M1 cuts across St Albans Borough), there is no rational reason to exclude the development in the Gorhambury development from DBC's housing plans.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5597
<b>Full Name</b>	Mrs Christine Cosgrave
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	Bucks Council are proposing a huge new housing area just outside Chesham on the Chesham to Bovingdon Road. The impacts of this on local infrastructure will be huge and adding more houses in the same area indicates that Dacorum are not co-operating with Bucks CC in terms of identifying sites in this area for development
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5619
<b>Full Name</b>	Mr Adrian Ward
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>&lt;p&gt;"We have already had discussions with a number of key partners including other local planning authorities, Hertfordshire County Council and Highways England."&lt;/p&gt;</p> <p>&lt;p&gt;Therefore you are aware of St Albans development plans near Redbourn, yet you intend to develop land up to Redbourn with "no concrete proposals about changing transport infrastructure." You must also be aware that St Albans need to re-do their plans and also that Hertsmere plan to develop land adjacent to London Colney in addition to the proposed Freight Depot at Park Street. All of this will result in the road infrastructure becoming unsustainable - M1, M25, A414 (old M10), Redbourn Road, A4147. You need to address the transport infrastructure to get people on board with your plans - extremely unlikely that any of the roads formerly mentioned can be widened/improved in the light of the development plans of yourselves and the surrounding boroughs</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5624
<b>Full Name</b>	Mr Nigel Vanner
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No regard appears to have been taken of the widespread building already taking place in Aston Clinton and Aylesbury, nor that proposed on MoD land in Halton and on British Waterways land at Bulbourne. All these are

	adjacent to Tring and need to be carefully considered alongside the plans for homes in Tring
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5639
<b>Full Name</b>	Erica Sutton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	If there is decision-making with neighbouring authorities on various matters and a need to consult the public, how will people across these neighbouring local communities be consulted? These arrangements need to be considered.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5649
<b>Full Name</b>	Mr Alastair Greene
<b>Company / Organisation</b>	Little Gaddesden Parish Council
<b>Position</b>	Clerk
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5700
<b>Full Name</b>	Mrs Annette Patterson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5726
<b>Full Name</b>	Dr Lucy Murfett



<b>Company / Organisation</b>	Chilterns Conservation Board
<b>Position</b>	Planning Officer
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Add reference to cross-boundary cooperation on the Chilterns AONB through the Chilterns Conservation Board
<b>Include files</b>	

<b>Number</b>	Question 2
<b>ID</b>	LPIO5742
<b>Full Name</b>	Mr david Tagg
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	as before this needs to be re-thought, green belt is sacred! Kings Langley is already a flooded village!!
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5761
<b>Full Name</b>	Mr Brian Johnson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5775
<b>Full Name</b>	Mr Graham Webb
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	More cross boundary action. Consultations are not producing the results needed. If roads are used as an example the transport model needs replacing. Just look at the load on the existing roads at peak times. The evidence is there that we need improvements not consultations.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5800
<b>Full Name</b>	Mr Michael Lelieveld
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is a concern that co-operation with St Albans remains unresolved. DBC must not allow this matter to impact negatively on Dacorum and the Gorhambury development should contribute to Dacorum's housing target and be included in Dacorum's plan.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5824
<b>Full Name</b>	Mrs Pauline Hughes
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Seriously concerned about the infrastructure, particularly the road network.</p> <p>HCC do not seem very concerned about HH traffic issues, they accept flawed Traffic Assessments from 'developers' and do not seem to realise that we have to avoid travelling West to East. They allow new Supermarkets on major road junctions which hold up traffic flow and cannot upgrade traffic lights to be a bit more intelligent so again, traffic flow is halted.</p> <p>Queries on parked vehicles preventing traffic flow get bounced between Dacorum and HCC. Instead of Dacorum pursuing the issue with HCC it seems to be up do individuals to photograph the evidence etc. Not true partnership working, more a 'nothing to do with us, phone them' style.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5833
<b>Full Name</b>	Mr Philip Catchpole
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

<b>Your response - Please add your response here</b>	The use of Green Belt around Berkhamsted is not what we want or appropriate for a town already overloaded and unable to provide the necessary infrastructure to accommodate a large increase in population. The green belt is a precious resource that preserves the aesthetic quality, wildlife and habitat of the Chilterns surrounding Berkhamsted and should not be developed for commercial gain. Such considerations have not been sufficiently considered.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5837
<b>Full Name</b>	Mr Grahame Partridge
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Contribution towards Dacorum Housing target from Gorbambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5850
<b>Full Name</b>	Ms Fiona Coulling
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	It is evident that whilst there are legislative requirements for there to be co-operation by the Boroughs or districts within the locality, this has not been effectively achieved and therefore it is not possible to make fully informed assessments.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO5938
<b>Full Name</b>	Mr Neal Marshment
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The infrastructure issues have not been properly addressed or discussed.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6029
<b>Full Name</b>	Dr Melvyn Else
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Inspector at the Core Strategy Inspection pointed to the Gorhambury development as being a significant contribution to the DBC housing numbers. More recently Savid Javid has highlighted the failure of St Albans to co-operate. Without a resolution to this matter all other "planning and housing numbers are meaningless". This is the most important single issue that sits at the top of a whole pyramid of decisions that can be then made in a more realistic manner. Decisions that will mean that the Green Belt around the Market towns is not so readily eroded.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6070
<b>Full Name</b>	Mr Richard Tregoning
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	We seem to be working in isolation instead of a mutually co operative plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6159
<b>Full Name</b>	Mr andrew miller
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>From the document it is apparant that the plans by the neighbouring councils have not been taken in to consideration or that any colaboration has taken place. A 'new town/village' with thoughtful design and planning could be an answer to 2 councils plans whilst ensuring that the correct resources and infrastructure is put in place.</p> <p>The existing infrastructure (road, rail, hospitals, etc) are currently severly lacking, these proposals will add to the already stretched resources.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6165
<b>Full Name</b>	Mr Scott Bennett
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>As St Albans Council obviously want nothing to do with it as many people before me have stated it doesn't take a genius to work out that it's not going to work</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6200
<b>Full Name</b>	Mrs Beryl Irvine
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>As regards to Kings langley , the report has not given enough importance to Shendish as a proposed development. It is part of the Kings langley parish and will put to much pressure on the roads leading to Kings Langley High street, resulting in horrific daily congestion.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6203
<b>Full Name</b>	Mr Colin Tate
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Appendix B: Reasons for rejecting alternative growth levels includes</p> <p>"None of the other Councils that make up Dacorum's identified Housing Market Area (HMA) have indicated that they require Dacorum to accommodate any significant level of unmet needs for their areas. However, Welwyn Hatfield Council is located in an adjoining HMA and have recently asked Dacorum to consider taking some of its unmet needs".</p> <p>Dacorum might justifiably be committed to co-operation with other Councils and key organisations on planning issues that cross the Council's boundary, but why would Dacorum need to consider the housing needs of Welwyn Hatfield which is acknowledged not to be within our HMA and which does not have a boundary with Dacorum?.</p> <p>The proposals of St Albans for the Gorhambury Estate and East Hemel Hempstead are considered, but nothing is said about any proposals by or discussions with Watford or Three Rivers other than updating the existing Traveller Needs Assessment in conjunction with Watford, possible future office building near Watford Junction Station and the awaited outcome of the South West Hertfordshire Retail and Leisure Study regarding any need for retail development in Dacorum.</p> <p>Has account been taken of proposed residential and commercial developments in these Council areas and their contribution to the growth targets discussed in the Dacorum Local Plan?</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP106276
<b>Full Name</b>	Mrs anna silsby
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	As far as possible to evaluate from the public information the stated boundaries are correct. However without detailed analysis the is not possible to verify based on the public information provided. As such more detailed information should be made available before proceeding
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP106337

<b>Full Name</b>	Mrs Rachel Macdonald
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Tring boarders with Bucks and Beds. I do not believe Dacurom has looked at the infastructure or proposed building on our borders. local villiages use our school and local services.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6375
<b>Full Name</b>	Mr Patrick Walsh
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The loss of identity through coalescence will be a major blow to Kings Langley.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6459
<b>Full Name</b>	Mrs Pamela McLaren
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6487
<b>Full Name</b>	Mr Topan Dutta
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	



<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Hemel East Gorehambury development should count in the Hemel Hempstead quota
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6552
<b>Full Name</b>	Mrs Sarah Cant
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The traffic conditions have not been considered
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6581
<b>Full Name</b>	Mr
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6583
<b>Full Name</b>	Mrs Jenna Selby
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Schools in Hemel are over subscribed, Doctors are hard to get an appointment at, roads such as Maylands are already congested for the majority of the day. With the new housing going up there, there doesn't seem to have been any thought given to the impact on the roads. With the potential of even more housing going up cross boarder what is going to be taken into consideration here? Will there be a plan to ease congestion on the

	roads, new schools to be able to accept the increased numbers?
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6610
<b>Full Name</b>	Mr Graham Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Without knowing who you have consulted it is difficult to answer this question. However there seemed to be a lack of knowledge by local infrastructure planning staff (talked to at the exhibitions) of the considerable developments along the A41 in Aylesbury Vale/Aston Clinton area which will considerably affect use of transport routes, and services in Dacorum.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6639
<b>Full Name</b>	Mr Nick Hollinghurst
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>DBC has a duty to consult and co-operate with relevant adjacent authorities. There is no evidence that this has taken place to any meaningful extent regarding Tring. There are significant housing and employment developments recently built, being built or planned - all within a 30 minute drive time from Tring. Most significant are:</p> <p>Within Aylesbury Town: nearly 16,500 new homes  Surrounding Aylesbury (as per AVDC's Proposed Submissions) at: Weston Turville, Aston Clinton, Halton (e.g. AGT3, AGT4) adding up to 6,400 houses  Pitstone (which is very close to Aldbury and south east Tring: a further 200 homes are to be built.</p> <p>To the extent that people are prepared to drive a moderate distance to find homes that are significantly cheaper, then this takes the housing demand pressure off Tring.</p> <p>There is also employment opportunity in the Aylesbury, Pitstone and Leighton Buzzard areas - all easily accessible from Tring - and a certain amount of "outward" rail commuting is developing as Tring residents find work in Milton Keynes. This, plus the already</p>

	<p>enhanced commuter rail services and the proposed Crossrail 2, takes employment demand pressure off Tring right now and, to a greater extent, in the future. The failure to consult with the other authorities means that in practice we are overestimating real demand in Tring, and if we do not reduce these demand estimates, we may be in the position of making Tring overcrowded in order to provide cheaper homes to people moving out of London.</p> <p>This is not a bad thing in itself - after all this was the raison d'être behind the post-war expansion of Tring - but it hardly meets the ostensible objectives of the exercise which is supposed to plan for people living in the local geographical area.</p> <p>It makes no sense to overdevelop Tring and damage its present character for a relatively small (in Borough Council terms) number of dwellings and for demand which can partially be met by housing provision only 5 or 6 miles across the county boundary.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6703
<b>Full Name</b>	miss Daphne Kirst
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Large numbers of houses/flats are being built just outside Dacorum and the impact of these must be considered.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6710
<b>Full Name</b>	miss Daphne Kirst
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6784
<b>Full Name</b>	Mr Adrian England
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Some crucial elements of large scale planning - particularly an Acute Hospital on a greenfield site, central between Dacorum, St. Albans and Watford need to be better specified in this document and agreed at least in principle between the authorities and the Planning Inspector.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6869
<b>Full Name</b>	Mr John Richards
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6875
<b>Full Name</b>	Bradford Gunn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	In the case of Bovingdon it appears no consideration has been given to the proposed expansion in Chesham or Kings Langley. For example there is no mention the Bovingdon shares medical facilities with King Langley.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6920

<b>Full Name</b>	Mr Alex Taylor
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Through no fault of Dacorum's own, I feel that the St Albans issues are not well resolved, so I cannot answer yes to this question.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO6946
<b>Full Name</b>	mr michael hicks
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>There is a huge amount of growth in neighbouring areas. Tring where I live is 1 mile from Buckinghamshire.</p> <p>No account has been a taken of the huge number of houses planned for Aylesbury, aston Clinton, Halton camp</p> <p>Similarly nearby Beds has Leighton buzzard and caddington where huge numbers of houses are planned.</p> <p>Both of these are also planning new roads. This will have a knock on affect on traffic in decorum and in particular tring. The lorry ban on the Leighton buzzard road will also have a detrimental affect particularly when the M1 is blocked.</p> <p>Public transport between these counties and decorum is also very poor.</p> <p>The affect of these houses will overload their hospitals. Cross county referrals will be affected. Transport from tring to Watford hospital is very slow particularly on match days. The alternative of travel to st albans is also difficult and time consuming. This will have a detrimental affect on sick people and their relatives particularly the elderly.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7055
<b>Full Name</b>	Mrs Gillian Lumb
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Gorhambury development will obviously impact on Hemel Hempstead. The new residents are sure to look to Hemel for shopping, leisure activities, schools etc. It does seem logical that building in this area should be allowed to contribute to the Dacorum housing target.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7092
<b>Full Name</b>	Mr & Mrs Fox
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our names.</p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p><b>Q2.</b></p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p>BRAG RESPONSE (FULL DOC ATTACHED TO Q46)</p> <p>Question 2</p> <p><i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p>No</p> <p>DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and</p>

	<p><b>more significantly,</b> (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7261
<b>Full Name</b>	Mr Phillip Armstrong
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	What transparent dialogue and liaison has DBC had with other adjoining Boroughs / Councils on the matter ?
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7303
<b>Full Name</b>	Brian and Heidi Norris
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	We fully understand the need for additional housing in this country, but it should not be to the detriment of towns such as ours. We do not intend to reply to the 46 questions one by one, but support the answers given by the Berkhamsted Citizens' Association and the Berkhamsted Residents Action Group and support Option 1B in the Strategy Plan. Even this number of 600 further homes is, in our view, more than enough, but we understand that is an existing commitment.

BRAG response to Question 2 (please note full document is attached to Q46)

#### Question 2

*Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?*

No

DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The

Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and

function of Green Belt... and

**more significantly**, (c) the role that effective co-operation with local authorities could play

in meeting any housing needs arising from Dacorum".

Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the

dwelling justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to

co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the

most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury

#### Question 2

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No

DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The

Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and

function of Green Belt... and

**more significantly**, (c) the role that effective co-operation with local authorities could play

in meeting any housing needs arising from Dacorum".

Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the

dwelling justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to

co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the



	most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7356
<b>Full Name</b>	Mr Clive Birch
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Throughout the open public meetings the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7357
<b>Full Name</b>	Mr Clive Birch
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	During the open to the public meetings the Planning Inspector pointed to St Alban's land east of Hemel as very appropriate land for outward expansion of Hemel. DBC have tried to engage with St Albans but St Albans Council has refused to cooperate. The Inspector has stated that this should have been the most significant part of the partial review. The potential numbers from the Gorhambury development should be included in this plan.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7366

<b>Full Name</b>	Mrs Helen Harding
<b>Company / Organisation</b>	Chiltern & South Bucks District Council
<b>Position</b>	Principal Planner
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Thank you for consulting Chiltern and South Bucks District Council and for your continuing engagement on Duty to Co-operate matters with the Councils in relation to the emerging Dacorum Plan and the joint Local Plan Chiltern and South Bucks.</p> <p>I attach the response of Chiltern and South Bucks District Council on your reg 18 Issues and Options consultation.</p> <p>The response has been agreed with the Chiltern District Council Portfolio Holder for Sustainable Development, Councillor Peter Martin.</p> <p>The response of the South Bucks District Council Portfolio Holder for Sustainable Development, Councillor John Read is currently awaited at the time of sending this email. If there are any changes to this response in the light of comments which he may wish to make I will contact you straight away.</p> <p>Duty to co-operate work to date has highlighted the following matters where continuing liaison is needed between Chiltern, South Bucks and Dacorum BC in order to secure necessary infrastructure as the detail of plan proposals proceed:</p> <ul style="list-style-type: none"> <li>1 Waste water (as there are joint catchments for the Chesham and Berkhamsted waste water treatment works which extend across the District boundaries).</li> <li>1 Highway infrastructure (particularly relating to the A41 and routes between Chesham and Bovingdon / Hemel Hempstead).</li> <li>1 Crematoria (due to the crematorium at Amersham serving much of the Dacorum area) and the need to assess the role of new proposals for increased capacity in Aylesbury (<i>the recent work for the Chiltern and South Bucks IDS has not shown a future need for increased capacity at this stage</i>).</li> <li>1 Education (principally potential secondary school issues arising from cross boundary movements at Bovingdon / Chesham).</li> </ul> <p>This engagement on key issues should be continued particularly in light of the impact of the Dacorum Local Plan's growth strategy selected after this Issues and Options consultation.</p>

	<p>Crematoria are not referred to in the Issues and Options consultation and it would be useful to have more information on this to understand whether this is no longer a cross boundary issue.</p> <p><b>Chiltern and South Bucks Councils would like to enter into a Duty to Co-operate Memorandum of Understanding with Dacorum Borough Council in relation to the progress of the Authorities' plans and related evidence base. This can be arranged once the consultation has closed for the Dacorum Local Plan and the Councils have reviewed the most appropriate timing for these discussions.</b></p> <p><b>Full document attached to Q46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7463
<b>Full Name</b>	MR Christopher Kendall
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Answer – NO.</p> <p>The South West Hertfordshire area studied by G L Hearn is an arbitrary division. There has been and continues to be very substantial housing growth in Aylesbury much of which is now taking place to the east of that town towards Tring.</p> <p>In identifying the need for affordable housing in Tring {or Berkhamsted for that matter} it is far more logical to consider the situation in Aylesbury Vale district which has, in this respect, far more relevance to Tring than a lot of towns in South West Hertfordshire – e.g. Watford. Very substantial housing development has taken place recently around Aylesbury and much more is planned. Huge housing and infrastructure developments are taking place to the east of the town {i.e. towards Tring} with 2450 new homes in Broughton and 3000 in Weston Turville. A substantial proportion of this housing is designated affordable. These developments seriously question the need for any large scale Green Belt housing in Tring.</p> <p>It is well known that house prices in closer proximity to London increase substantially – and by the same token housing in developing towns such as Aylesbury or Milton Keynes is far more available and affordable. This outward migration has not been properly taken into effect in the assessment of needs.</p>
<b>Include files</b>	

<b>Number</b>	Question 2
<b>ID</b>	LPIO7548
<b>Full Name</b>	David Reavell
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The proximity to parts of Buckinghamshire and Bedfordshire means that any consideration of development around Tring should have particular regard to other proposals in those neighbouring authorities to avoid local overload of infrastructure and capacity.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7557
<b>Full Name</b>	Fiona Reavell
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The proximity to parts of Buckinghamshire and Bedfordshire means that any consideration of development around Tring should have particular regard to other proposals in those neighbouring authorities to avoid local overload of infrastructure and capacity.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7648
<b>Full Name</b>	Phillip Armstrong
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	What transparent dialogue and liaison has DBC had with other adjoining Boroughs / Councils on the matter
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7670

<b>Full Name</b>	JUNE LIGHTFOOT
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Question 2 Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</b></p> <p>No.</p> <p>Land east of Hemel has to be included in Dacorum's outputs despite continued refusal by St Albans to co-operate with DBC. The Core Strategy Inspector was quite clear on this. Gorhambury development must count toward Dacorum targets.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7843
<b>Full Name</b>	Dr Peter Chapman
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7928
<b>Full Name</b>	Mr Norman Groves
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I would like to confirm that I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>BRAG RESPONSE TO Q2</p> <p>DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The</p>

	<p>Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO7978
<b>Full Name</b>	Mr Michael Nidd
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>DBC may have referred to the issues , but co-operation with St Albans was a key issue in the last Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Albans land east of Hemel as appropriate land for outward expansion of Hemel Hempstead, with a large portion of the dwellings counting towards DBC’s numbers since all the infrastructure demands would fall on Dacorum. Ever since the construction of the M1 it has been something of a nonsense that the land should remain “St. Albans” despite its remoteness from St. Albans and the 8-lane-wide barrier between the two authorities.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO8064

<b>Full Name</b>	Hertsmere Borough Council
<b>Company / Organisation</b>	Hertsmere Borough Council
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>Q.2 – Cross boundary issues</b></p> <p>We welcome the commitment to working in co-operation with neighbouring authorities on cross boundary planning issues, in line with the Duty to Cooperate and the direction of travel evident in the Government's recent consultation document 'Planning for the right homes in the right places.' The commissioning of joint technical studies to support the preparation of our Local Plans and on-going discussion between our authorities (including under the umbrella of the South West Herts grouping of authorities) is evidence of this commitment.</p> <p>Paragraph 4.2.2 lists a number of issues that you anticipate needing to be addressed on a cross-boundary basis; we would suggest that the provision of retail facilities and of transit provision for gypsies and travellers could also usefully be on this list.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO8110
<b>Full Name</b>	Mr John Ebdon
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Draft Plan understates to a considerable degree the frustration felt within this Borough about St Albans permitting building directly over the boundary which counts towards their plan targets yet multiplies the pressure on Dacorum's creaking infrastructure.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO8340
<b>Full Name</b>	LYNN WALLIS
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	We shall also be affected by the proposed site at Lye Green, just across the border in Buckinghamshire, if this goes ahead, as it will be just as easy to drive to Bovingdon as Chesham.
Include files	
Number	Question 2
ID	LPIO8377
Full Name	Mrs Sarah Rees
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our name.</p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the</li> </ul>



	<p> dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO8392
<b>Full Name</b>	Helen & Stuart Brown
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action group have responded in full to the issues and options consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation the we wish DBC to duplicate BRAG's responses under our name.</b></p> <p><b>However, we would like to take this opportunity to emphasize just a few of the most important points within that response</b></p> <p>The fact that St Albans council are refusing to engage in the planning process should not facilitate their potential sites from being included in the proposed developments. If they succeed through this strategy, other councils will adopt the same tactics - hardly democracy in action for residents.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b>      <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the</li> </ul>

	Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	

Number	Question 2
ID	LPIO8407
Full Name	Spencer Holmes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2

<b>ID</b>	LPIO8419
<b>Full Name</b>	Mr Peter Shell
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Because of the above I am not in a position to myself provide detailed answers to all the questions, but have seen the response prepared by BRAG and agree with their comments which should also be regarded as my own</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO8456
<b>Full Name</b>	Mrs Pat Berkley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<b>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive</b>

points made in the BRAG response, I/we request you accept this as confirmation that I/we wish DBC to duplicate BRAG's responses under my/our name.

However, I/we would like to take this opportunity emphasize just a few of the most important points within that response.

DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan

**BRAG response to Question 2 (please note full document is attached to Q46)**

**Question 2** *Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?*

- DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and **more significantly**, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.

Include files	
Number	Question 2
ID	LPIO8488
Full Name	Mr Lawrence Sutton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you</b>

accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.

**However, I would like to take this opportunity emphasize just a few of the most important points within that response.**

DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.

**BRAG response to Question 2 (please note full document is attached to Q46)**

**Question 2** *Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?*

- DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and **more significantly**, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO8647
<b>Full Name</b>	MRS G RUSSELL
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	1- No evidence of consultation with Bucks or Aylesbury, so Bucks, Aylesbury and Herts are all linking up, with no green space inbetween.
<b>Include files</b>	
<b>Number</b>	Question 2

<b>ID</b>	LPIO8870
<b>Full Name</b>	mrs susan stier
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	DO NOT AGREE-St Albans council's lack of cooperation , in planning expansion to the East of Hemel Hempstead-this option should be looked at again.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO8951
<b>Full Name</b>	barney greenwood
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Land east of Hemel has to be included in Dacorum's outputs despite continued refusal by St Albans to co-operate with DBC. The Core Strategy Inspector was quite clear on this. Gorhambury development must count toward Dacorum targets.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO8975
<b>Full Name</b>	David Johnson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO8992
<b>Full Name</b>	Mrs Susan Johnson
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO9096
<b>Full Name</b>	LeverstockGreenVillageAssociation
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	To make matters worse, the LGVA is concerned to see on page 48 of the document that St Albans may seek to increase the numbers of new houses in East Hemel beyond the 2,500 already envisaged. Needless to say, the LGVA will resist any such proposal
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO9155
<b>Full Name</b>	S Langley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Q2. St Albans council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO9497
<b>Full Name</b>	Duncan Eggar
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	



<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<b>CROSS BORDER CONSIDERATIONS.</b> Verbally the Dacorum BC officers at the meeting that I attended recognised the need to consider the impacts of developments in Aylesbury Vale on this part of the Borough and vice versa. However there was very little, if any, evidence of this in writing. At a personal level it is largely to do with access to, and parking at Tring Station and the pressures on Tring Station hamlet; more widely in the area it impacts transport, schools, shopping etc etc.. I suggest that in this regard development around Tring has to be considered in a different way to development at Hemel and Berkhamsted and there is a need for an accountable cross council (Borough/District and County) development group - served by a joint secretariat and preferably involving Parish and Town Councils. Q2 and
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO9733
<b>Full Name</b>	Brendon Sparks
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<u>St Albans Option</u> St Albans recent failure to co-operate has recently been highlighted by the Secretary for State. St Albans proposed extension to east Hemel should be reflected in DBC numbers
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO9747
<b>Full Name</b>	Aly MacLean
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our names.</b>

	<p><b>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO9794
<b>Full Name</b>	Mr Paul Wardle
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our names.</b>

	<p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO9970
<b>Full Name</b>	mr Kevin Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q2. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing</p>

	<p>target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10018
<b>Full Name</b>	Jill Mewha
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p>

	<p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10087
<b>Full Name</b>	Melanie Frankel
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p>

	<p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p>DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10135
<b>Full Name</b>	Natalie Crane
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a</li> </ul>

	<p>partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10191
<b>Full Name</b>	Mr Tim Beeby
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q2. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of</li> </ul>

	<p>Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10239
<b>Full Name</b>	John and Jane Beeley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of</li> </ul>



	Green Belt... and <b>more significantly</b> , (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10288
<b>Full Name</b>	Kathleen Lally
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am writing in response to the latest plan for housing development in Berkhamsted, most of which suggests an excessive and impractical number of new houses. I have read your Local Plan 2017 and I have read the reply of Berkhamsted Residents' Action Group (BRAG) and agree that <u>Option 1B is the only option acceptable</u>.</p> <p>I agree entirely with the BRAG response to your plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the</li> </ul>

	Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10336
<b>Full Name</b>	J&P Savage
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Secondly, the Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this email as confirmation that I wish DBC to duplicate BRAG’s responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution</li> </ul>

	towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10403
<b>Full Name</b>	Mr Daniel Parry
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10452
<b>Full Name</b>	David Burbidge
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, <b><u>I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name</u></b></p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution</li> </ul>

	towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10502
<b>Full Name</b>	Mr Stephen Doughty
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>I would however like to make a few specific comments.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10550
<b>Full Name</b>	Mr Roger Petts
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>...</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10597
<b>Full Name</b>	Simon Chilton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p>

	<p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10647
<b>Full Name</b>	Sally and David Williams
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please register as support for BRAG's submission.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a</li> </ul>

	<p>partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10695
<b>Full Name</b>	Mrs Jenny Jenkins
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</p> <p>However, I would like to emphasise a few of the most important points within that response that I strongly agree with:</p> <p>DBC has tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated, this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p>



	<ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10743
<b>Full Name</b>	Taylor Wimpy Strategic Land
<b>Company / Organisation</b>	Taylor Wimpy Strategic Land
<b>Position</b>	C/O Pegasus Group
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Issues and Options paper has not fully explored the implications arising under the Duty to Cooperate. This is in the context where Dacorum must plan for a significant uplift in new housing provision (see our response to Question 16) but where other neighbouring authorities are also planning for significant uplifts and are subject to constraints.</p> <p>Given that the Government is expecting to implement a reinforced Duty to Cooperate, including a requirement of authorities to prepare Statements of Common Ground on a rolling basis, further consideration of cross-boundary issues including the apportionment of housing growth is necessary.</p> <p>For full response please see question 46.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10787
<b>Full Name</b>	Grant Imlah
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Moreover i am aware that The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our name.</p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10840
<b>Full Name</b>	Sheila Dawkins
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have studied the above plan, accessed the BRAG website, and attended the Berkhamsted Citizens Association Visioning Evening on 15 November and the Berkhamsted Town Council presentation on 22 November.</p> <p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPID10889
<b>Full Name</b>	Jean Thomas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Planning Inspector stated this should have been the most "significant" part of the review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
Include files	
Number	Question 2
ID	LPIO10936
Full Name	Christopher Stafford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions</li> </ul>

	<p>the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO10988
<b>Full Name</b>	Mrs Patti Whittle
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed</li> </ul>

	to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO11035
<b>Full Name</b>	J M Thomas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Planning Inspector stated this should have been the most “significant” part of the review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO11090
<b>Full Name</b>	Denis Maclure
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Land east of Hemel has to be included in Dacorum’s outputs despite continued refusal by St Albans to co-operate with DBC. The Core Strategy Inspector was quite clear on this. Gorhambury development must count toward Dacorum targets.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO11116
<b>Full Name</b>	Cally Emmas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO11163
<b>Full Name</b>	Mr Neil Aitchison
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The St Albans Issue is unsatisfactory. They are not sharing the burden in an equitable way. Further as a ratepayer I object to St Albans taking all the Section 106 contributions for Hemel Hempstead development and would find our councillors negligent if this happens. St Albans should find their own sites or give up the boundary.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO11209
<b>Full Name</b>	Jon Rollit
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO11260
Full Name	Kate Locke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No



<p><b>Your response - Please add your response here</b></p>	<p>In addition I would reiterate the extensive points made in the BRAG response to the 'Issues &amp; Options' consultation. I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. The Berkhamsted Residents Action Group (BRAG) has responded in full.</p> <p>In addition, I like to take this opportunity emphasize just a few of the most important points within that response. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<p><b>Include files</b></p>	
<p><b>Number</b></p>	<p>Question 2</p>
<p><b>ID</b></p>	<p>LPIO11319</p>
<p><b>Full Name</b></p>	<p>David Greenwood</p>
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Agent Name</b></p>	
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Your Opinion - Please state your opinion here</b></p>	<p>No</p>
<p><b>Your response - Please add your response here</b></p>	<p>Housing development in Chesham will inevitably have an impact on the B4505 (Box Lane/Chesham Road),</p>

	<p>adding to the added traffic flow of any further housing in Bovingdon.</p> <p>Longmeadow surgery in Bovingdon is part of Kings Langley &amp; Bovingdon Surgeries, the other practice being The Nap in Kings Langley. So any development in either village will have an impact on the other.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO11348
<b>Full Name</b>	Ms Lorraine Gilmore
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>BRAG has responded in full to the 'Issues &amp; Options' consultation. To avoid repetition of the extensive points made in the BRAG response, I request you accept this email as confirmation that I wish Dacorum Borough Council (DBC) to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasise some of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers.</li> </ul>

	DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO11397
<b>Full Name</b>	Conian
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am writing in response to the current consultation to register my views on the proposals.</p> <p>As the Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation and to avoid repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response, to add some of my own comments.</p> <p>NO</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that</li> </ul>

	council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO11508
<b>Full Name</b>	Ms Eliza Hermann
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Dacorum should assume that 50% of the proposed 2500 housing units at "East Hemel" will count towards meeting Dacorum's own housing need. Dacorum should also similarly factor in a percentage of recent and planned developments in nearby Buckinghamshire and Bedfordshire.</p> <p>Specifically, Dacorum must achieve fair and equitable resolution with St Albans District over the proportion of housing to be developed at "East Hemel" that will count towards Dacorum's housing need. This development is an expansion of the Hemel Hempstead urban area and is not contiguous with any settlement or built-up area in St Albans District. This issue was of central importance in the Planning Inspector's report on the Core Strategy and it remains so today. While resolution of this issue is still pending, Dacorum Borough Council should make an assumption that 50% of the proposed 2500 housing units at "East Hemel" will count towards Dacorum's housing need, and factor that number in to the new Local Plan. Future updates to the Local Plan can then adjust the number, if necessary, once resolution is achieved.</p> <p>The consultation document lacks evidence of engagement with neighbouring local authorities in Buckinghamshire and Bedfordshire. Given large scale developments in those areas e.g. Berryfields and Weedon Hill at Aylesbury and growth and regeneration at Dunstable, and their consequent environmental and infrastructure impact on Dacorum, a portion of this housing should also be recognised as meeting some of Dacorum's housing need.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO11585
<b>Full Name</b>	Janet and James Honour

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our names.</p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO11741
Full Name	Edmund Hobley
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity to emphasize just a few of the most important points within that response below.</b></p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>Brag Response to question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO11891
Full Name	Janet Mason
Company / Organisation	Berkhamsted Town Council
Position	Town Clerk
Agent Name	
Company / Organisation	
Position	

<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>DBC have reflected the issues but co-operation with St Albans was a key issue in the Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum's housing target from the Gorhambury development should be included in this plan.</p> <p>We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire – particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in West Dacorum.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP1011938
<b>Full Name</b>	Dee Sells
<b>Company / Organisation</b>	Markyate Parish Council
<b>Position</b>	Parish Clerk/ RFO
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>No</b></p> <p>Markyate is on the County boundary with Mid Bedfordshire and Luton Borough. The expansion of Luton airport, with the noise issues as well as the impact of the extra traffic on local roads are of great concern locally. The relocation of Luton town Football Club is also significant; the latest we are aware of is that the stadium will be in the town centre, not near Stockwood Park, but there are still plans for a business park in the area. The latter could provide jobs, but there seems to be scant concern for people NOT wanting to go to this business park or the town centre.</p> <p>Mid Bedfordshire are consulting on reducing traffic through central Dunstable now that the M1 link to the North of the town is open and the A5 detrunked from Junction 9, to the South of Markyate. And there are plans we believe for a huge housing development near Caddington. These plans will also affect Markyate. The Parish Council is not resourced adequately to keep up with all these plans, and needs Dacorum to work with these other authorities to make sure our residents' interests are not ignored.</p> <p>Further there is a history of traffic gridlock in the area when here is an accident on the M1. We have yet to see what will happen now and what will happen if all the cross-border plans are actioned.</p> <p><b>How cross boundary issues should be addressed in the plan.</b></p>

	Dacorum has a long boundary with other counties, but at present would seem to be concentrating on joint working with St Albans City Council. Markyate is closer to Luton and Dunstable than it is to Hemel Hempstead and needs Dacorum Local Plan to address the many developments in Mid Bedfordshire and Luton Borough.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO11983
<b>Full Name</b>	Mark Behrendt
<b>Company / Organisation</b>	Home Builders Federation
<b>Position</b>	Planning Manager – Local Plans
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Duty to Co-operate</b></p> <p>Housing delivery is one of the main cross boundary issues facing the Council and it will be important that the Local Plan sets out the level of need across the Housing Market Area, and how those needs will be met in full. Where another authority is meeting the needs of a particular Borough we would expect this to be explicitly stated in their Local Plan. If the authorities in an Housing Market Area (HMA) cannot show that housing needs have been met in full then any policy on housing delivery cannot be considered to be consistent with paragraph 47 of the National Planning Policy Framework.</p> <p>Given that each of the Local Planning Authorities (LPA) in the HMA is still at the early stages of preparing new Local Plans we would suggest that this offers an opportunity to either prepare a joint plan or, at least, a series of shared strategic policies on housing delivery. This would allow for more effective consideration of achieving the most sustainable approach to meeting housing needs within the HMA. We are sure you are aware of the approach taken in North Essex where three authorities have prepared a shared strategic "Part 1" to their local plans. Such an approach could also be considered for South West Hertfordshire and would not delay plan preparation given the early stage of plan preparation.</p> <p>We would also suggest that the Council considers whether or not it can support neighbouring authorities that are not in the HMA in meet their needs. In particular the Council should consider the fact that London Boroughs are struggling to meet their current housing requirements. The Mayor has now published a new London Plan stating that the capital will meet its annual</p>



	housing requirement of 66,000. However, we remain doubtful as to the capacity within London Borough's to meet this level of housing need. In particular the London Plan focusses growth onto the outer London Borough's and we believe that it will prove difficult for these areas to meet their housing needs. Given the close links between South West Hertfordshire HMA and those London Borough's to the south we would suggest that consideration needs to be given to co-operation with these LPAs.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO11984
<b>Full Name</b>	Mark Behrendt
<b>Company / Organisation</b>	Home Builders Federation
<b>Position</b>	Planning Manager – Local Plans
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>We do not have any concerns with regard to proposed HMA, but we note from the Strategic Housing Market Assessment (SHMA) that St Albans is considered to be in the South West Hertfordshire HMA but was not a commissioning authority. Given the difficulties St Albans have had in preparing a sound plan, largely due to their failure in meeting the duty to co-operate, it is essential they are involved when considering how the HMA will meet its housing needs. If St Albans continue to prepare a separate evidence base it will be important to ensure that their evidenced aligns with SHMA. If not, there is the very real concern of the authorities across the HMA failing in their duty to co-operate. Poor co-operation within this area with regard to meeting housing needs must be addressed before plans are progressed to submission.</p>
<b>Include files</b>	

<b>Number</b>	Question 2
<b>ID</b>	LPIO11990
<b>Full Name</b>	Mark Behrendt
<b>Company / Organisation</b>	Home Builders Federation
<b>Position</b>	Planning Manager – Local Plans
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>When considering the deliverability of the plan the Council must look to ensure that it can deliver a consistent supply of sites and homes across the plan period. This will mean ensuring that there are sufficient sites that can deliver homes earlier in the plan period and address any backlog in delivery within the first five years, as required by PPG. Whilst large strategic sites are an important part of housing supply but the Council should not seek to rely on unrealistic delivery expectations that sees such sites coming forward early in the plan period. A balanced and realistic approach ensures consistent delivery not only in this plan period but, potentially, into the next.</p> <p>Whilst we would support the Council's intentions to safeguard land for development it is important to remember that there could be neighbouring Boroughs not within the HMA that are unable to meet their needs. The Council should examine with neighbouring LPAs whether they can meet their own housing needs prior to making any decision on safeguarding land for future development. Where neighbouring LPAs cannot meet needs then any land that is considered suitable for development should be brought forward in this plan and not safeguarded for the future.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12038
<b>Full Name</b>	David Wilyman
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p>

	<p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p>Standard BRAG response to Question 2. Please note full document is attached to Question 46</p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12092
<b>Full Name</b>	Colin Blundel
<b>Company / Organisation</b>	Chiltern Society
<b>Position</b>	Planning Officer
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Chiltern Society is a charitable body with 7000 members. We campaign for the conservation and enhancement of the Chilterns National Character Area, which includes the Chilterns Area of Outstanding Natural Beauty (AONB) and part of the London Green Belt. Our role in the planning system is co-ordinated through a network of voluntary planning field officers and co-ordinators.

	<p>The key cross-boundary issues of importance to the Society are the Green Belt and the Chilterns Area of Outstanding Natural Beauty. Both of these designations cover much of the Chilterns and cross the boundaries of a number of local authorities.</p> <p>We work closely with the Chilterns Conservation Board in developing and promoting their Management Plan and guidance notes, which seek to adopt a common approach across the whole AONB in terms of conserving and enhancing its special features.</p> <p>In relation to housing provision, we consider that a co-ordinated approach is required between local authorities to identify the locations for housing development on a more regional basis to try to reduce pressure for development in the AONB and Green Belt.</p> <p>The Statements of Common Ground proposed in the recent Government consultation will need to address common approaches to Green Belt and AONB issues.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12128
<b>Full Name</b>	Ray Dann
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response:-</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p>Standard BRAG response to Question 2. Please note full document is attached to Q46.</p>

	<p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12194
<b>Full Name</b>	Douglas & Christina Billington
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy</li> </ul>

	<p>Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt. . . and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12273
<b>Full Name</b>	Richard Frankel
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p>Standard BRAG response to Question 2. Please note full document is attached to Question 46.</p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a)</li> </ul>

	household projections; (b) the role and function of Green Belt... and <b>more significantly</b> , (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12324
<b>Full Name</b>	ms rona morris
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	A contribution from St Albans is essential given the proximity of the Gorhambury development.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12330
<b>Full Name</b>	Mr Brian Kazer
<b>Company / Organisation</b>	Tring in Transition
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<b>Question 2</b> <b>No.</b> DBC should meet with AVDC to discuss option of moving the small/medium warehouses scheduled for Dunsley Farm (site Tr-h5) to land adjacent to the Arla site at College Road North, where warehousing would be less intrusive than at Tr-h5 and have equally good link to A41 dual carriageway. (Note: warehousing tends to create very few new jobs as it is largely automated including driverless lift trucks). This would enable additional housing at Tr-h5 including sheltered housing and a residential home, lessening impact elsewhere in Tring,.

Include files	
Number	Question 2
ID	LPIO12417
Full Name	Judy Halden
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p>Standard BRAG response to Question 2. Please note full document is attached to Question 46.</p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO12465



Full Name	Meenakshi Jefferys
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO12512
Full Name	Mrs Jane Barrett
Company / Organisation	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p>Standard BRAG response for Question 2 Please note full document is attached to Question 46.</p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12561
<b>Full Name</b>	mr paul healy
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP1012611
<b>Full Name</b>	Merrick Marshall
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues & Options' consultation.

	<p>To avoid repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasise just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12660
<b>Full Name</b>	Monika & Casper Gibilaro
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you</b></p>

	<p><b>accept this as confirmation that I wish DBC to duplicate BRAG's responses under our name</b></p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12708
<b>Full Name</b>	Lorna Ginn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Here are my comments on the new Local Plan</p> <p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p>

	<p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12757
<b>Full Name</b>	Mr Raymond Phipps
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I wish to comment as follows to the Strategic Options Consultations. In general I follow the comments made by BRAG.</b></p> <p>...</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities</li> </ul>

	<p>could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12804
<b>Full Name</b>	Ingrid Carola McKenna
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>In addition, I draw attention to some of the most important points within that response.</p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's</li> </ul>

	land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12852
<b>Full Name</b>	Mr Stephen Lally
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Rather than repeat the BRAG response, with which I completely agree, I will highlight some key points that are important to me.</b></p> <p>...</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO12900



Full Name	Jon Whittle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO12955
Full Name	Edward Keane
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</li> </ul>
Include files	
Number	Question 2
ID	LPIO13004
Full Name	Bettina Deuse
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity to emphasize just a few of the most important points within that response below.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to question 2 below (full BRAG response see question 46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO13057
<b>Full Name</b>	Mr Paul Tinworth
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<b>I wish to express my full agreement with the response from the Berkhamsted Residents Action Group regarding Dacorum's Local Plan.</b>

	<p>...</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO13105
<b>Full Name</b>	Hilary Dann
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response:-</b></p> <p>Q2. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p>

	<p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO13202
<b>Full Name</b>	Mr J G Botha
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	I do not understand why we in Kings Langley are being threatened with large scale development when there are better areas like East Hemel Hempstead that can be developed. We had a quota of 50 and now we are in the thousands. I feel St Albans, although in another borough should take a bigger chunk of the houses that Dacorum have been left with.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO13210
<b>Full Name</b>	Mrs Suzanne Gray
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes

Your response - Please add your response here	Yes
Include files	
Number	Question 2
ID	LPIO13254
Full Name	D. Phillips
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>I fully concur with the comments attached from BRAG. The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid fill repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most 'significant' part of the partial review. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO13312
<b>Full Name</b>	Mrs Diana Calderwood
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Government projection for housing requirements means there is a call for considering an option for a new town, not within AONB, and a new town would provide the schools, hospitals, services, infrastructure which their numbers of houses demand and could benefit from new and good design with layout.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO13350
<b>Full Name</b>	Mrs Christine Mitchell
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Just look at the sizeable development at Red Lion and the parking problems this has caused.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO13351
<b>Full Name</b>	Mr Alan Mitchell
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Just look at the sizeable development at Red Lion and the parking problems this has caused.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO13439

Full Name	Mrs Catherine Imber
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response</p> <p>DBC has tried to engage with St Albans but that council's refusal to co-operate <b>cannot be allowed</b> to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO13487
Full Name	Deborah Smith
Company / Organisation	
Position	



Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO13542
Full Name	Mr Alan O'Neill
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<p><b>Your response - Please add your response here</b></p>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation.</p> <p>To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum.</p> <p>Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<p><b>Include files</b></p>	
<p><b>Number</b></p>	<p>Question 2</p>
<p><b>ID</b></p>	<p>LPIO13595</p>
<p><b>Full Name</b></p>	<p>Sue O'Neill</p>
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Agent Name</b></p>	
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Your Opinion - Please state your opinion here</b></p>	<p>No</p>
<p><b>Your response - Please add your response here</b></p>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation.</p>

To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.

DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum.

Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.

**BRAG response to Question 2 (please note full document is attached to Q46)**

**Question 2** *Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?*

- DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and **more significantly**, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO13648
<b>Full Name</b>	Moira and David Lea
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Already proposed development</p> <p>Tring already has large pieces of land proposed for future development, which the town will find difficult to cope with. Even more building is proposed in areas surrounding Tring, in Pitstone, Western Turville, Aston Clinton all of which will use the bypass and the station.</p>

	Huge swathes of land are under proposals for change in Aylesbury which although across a county border, very directly affects Tring. Proposals for Berkhamsted and Hemel Hempstead would also adversely affect Tring.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO13657
<b>Full Name</b>	Tim Uden
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution</li> </ul>

	towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO13722
<b>Full Name</b>	Edward Hatley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request that you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should therefore be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	

Number	Question 2
ID	LPIO13770
Full Name	Mr Roger Didham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO13827
Full Name	Alex Dann
Company / Organisation	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response:-</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO13887
<b>Full Name</b>	Patricia Hardy
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I understand that there are some 2000 brownfield sites in Hemel Hempstead. Let them be used. I also have another suggestion. We are always hearing about how difficult things are 'up north'. With the HS2 now being built (to desecrate our countryside even further), why not allocate a series of new town in those places, complete with schools, industry and new infrastructure. Problem solved!
Include files	
Number	Question 2
ID	LPIO13997
Full Name	Danny Jennings
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>I would like to register our joint support of the opinions of Berkhamsted Town Council, Berkhamsted Residents Action Group and the Berkhamsted Citizens Association regarding Dacorum's Local Plan.</b></p> <p>...</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	



Number	Question 2
ID	LPIO14046
Full Name	Mr John Goffey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>In order to avoid duplication, we request that DBC consider this response as supportive of all the points raised by Berkhamsted Residents Action Group (BRAG) in their comprehensive response to the DBC <i>Issues and Options</i> document. We would, in addition, like to add the following points concerning Question 33 of the above document.</b></p> <p>...</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO14094
Full Name	Sue Elleray
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO14145
Full Name	Mr Richard White
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	<p>I disagree with the Dacorum Local Plan proposals for the reasons stated in the BRAG response</p> <p>...</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO14242
<b>Full Name</b>	Mr Christopher McShane
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Build on existing brownfield sites in Watford, Hemel + St Albans
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO14244
<b>Full Name</b>	Mrs A Banister
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	A new town must be built
Include files	
Number	Question 2
ID	LPIO14248
Full Name	Hilary Watker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	It would be better to build a whole new village - wild open spaces that would not affect so many people. Please help this community
Include files	
Number	Question 2
ID	LPIO14286
Full Name	Ms Vicky Tattle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p>

	<ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO14342
<b>Full Name</b>	Mrs J M Sparks
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	St Albans recent failure to co-operate has recently been highlighted by the Secretary for State. St Albans proposed extension to east Hemel should be reflected in DBC numbers.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO14375
<b>Full Name</b>	Ray Tattle
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues & Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.

	<p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO14423
<b>Full Name</b>	Giselle Okin
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues & Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.

	<p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO14472
<b>Full Name</b>	Mr David Griffin
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><i>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</i></p> <p><i>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</i></p> <p><i>DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</i></p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p>

	<p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO14749
<b>Full Name</b>	Ms Paula Farnham
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has (or will be) responded (ing) in full to the 'Issues &amp; Options' consultation. I could make similar comments in response, but in order to make this simple, please accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p>However, I would like to take this opportunity to emphasize just a few of the most important points within that response.</p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p>



	<ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<p><b>Include files</b></p>	

Number	Question 2
ID	LPIO14820
Full Name	Bev Mckenna
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, please take this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</b></p> <p><b>In addition, I draw attention to some of the most important points within that response</b></p> <p>Q2. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	

<b>Number</b>	Question 2
<b>ID</b>	LPIO14867
<b>Full Name</b>	Mr Michael Curry
<b>Company / Organisation</b>	Tring Town Council
<b>Position</b>	Town Clerk
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Section 3.6 gives a commitment to the necessary engagement, but this should have been completed prior to the Issues &amp; Options consultation in order to develop more meaningful options and distribution policies, particularly in assessing the capacity of Tring's infrastructure to absorb regional growth.</p> <p>Most notable are:</p> <ul style="list-style-type: none"> <li>• The sheer scale of the development due to take place - Aylesbury Town, itself, will take 16,398 new homes out of the 27,400 new homes required</li> <li>• To the west of Aylesbury there are AGT3: Aylesbury north of A41 1,660 dwellings and a large allocation of employment land; AGT4 Aylesbury south of A41 3,111 dwellings; and 1,000 dwellings at Halton Camp. Plans for approx. 3,000 houses at Hampden Fields have recently been approved</li> <li>• On a smaller scale but closer to Tring, the plans for Aston Clinton have over 600 houses. It is a well-established fact that residents of Aston Clinton look to Tring for their infrastructure. Similarly there are still 200 homes to be built at Pitstone.</li> <li>• Aylesbury Vale District Council's VALP Proposed Submission. This is significant because:</li> <li>• Significant growth is already underway at Leighton Buzzard and north of Dunstable, and there are 2,000 homes in the Draft Central Bedfordshire Plan for land west of Luton (Caddington)</li> </ul> <p>The sheer scale of this development will put an exceptional strain on the infrastructure of the entire region – a region that wraps around the Tring 'peninsular'.</p> <p>The transport implications are of particular concern. The unprecedented expansion of London Luton airport is another factor to take into consideration.</p> <p>Hertfordshire County Council has issued its draft Local Transport Plan. As presented, this marks a sea-change in policy:</p> <p><i>"A move away from a focus on car based investment and capacity enhancement. These are now seen as a last resort because of financial and environmental cost, question marks over their value in the long term, and because they often perpetuate car dependence, unhealthy lifestyles and unsustainable travel behaviour".</i></p>

An effective implementation of this strategy will require a fundamental shift in behaviour that will only be successful with major investment in alternative means of transport: alternatives that have to be available at both the journey starting point and the destination. With the VALP including promises such as “A dualled Southern Link Road between A413 Wendover Road and A41 Aston Clinton Road and a strategic link road between the Southern Link Road and Marroway” that seems a long way off, notwithstanding the pressures outlined above across the region.

Finally it is worth noting the following paragraph from the VALP:

*“1.11 Comparing the land available for development in each district’s plan area against the forecast*

*need for development shows that the capacity for development in areas south of Aylesbury Vale does not match the need for development. This is primarily because of the constraint of the Green Belt and an Area of Outstanding Natural Beauty (AONB)”.*

This consideration led to the VALP Proposed Submission including 2,250 homes to meet the needs of Wycombe District and 5,750 homes to meet the needs of Chiltern/South Bucks Districts. Whilst it is recognised that these are districts within Buckinghamshire, Tring is as constrained, if not more so, by Green Belt and an Area of Outstanding Natural Beauty (AONB).

It is interesting to note how little Tring has grown relatively in the recent past despite the demand for housing and the lucrative returns available to house builders because of the highly constrained geography of Tring, surrounded as it is by the Chilterns A.O.N.B. and Green Belt. The lack of available land manifests itself through the increasing use of employment land for residential development, threatening the sustainable basis of the town.

There is little evidence within the Issues & Options Consultation that a connection has been made between new housing and job creation.

‘Planning Practice Guidance 22 Housing and economic needs assessments’ states “Plan makers should make an assessment of the likely change in job numbers based on past trends and/or economic forecasts as appropriate and also having regard to the growth of the working age population in the housing market area. Any cross-boundary migration assumptions, particularly where one area decides to assume a lower internal migration figure than the housing market area figures suggest, will need to be agreed with the other relevant local planning authority under the duty to cooperate”.

The defined South West Hertfordshire Functional Economic Market Area (FEMA) of Dacorum, Hertsmere, St Albans, Three Rivers and Watford provides an immediate geographic grouping that has its purposes, but this is too restricted in light of the scale of growth across the region.

Whilst the South West Herts FEMA may reflect existing travel to work and migration, we have already seen Hertfordshire County Council in its draft Local Transport

	Plan challenge the assumption that this can be sustained in the future. The scale of population growth similarly questions the validity of an assumption that perpetuates the current situation.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO14922
<b>Full Name</b>	Malcolm and Jill Allen
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our name.</p> <p>However, I/we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan. <b>In addition I know that Berkhamsted is ahead of the game and has exceeded Core Strategy plans by 34% .</b></p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most</li> </ul>

	“significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO14972
<b>Full Name</b>	Mr Clive Freestone
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name. However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution</li> </ul>

	towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15022
<b>Full Name</b>	Mr & Mrs D A Simmons
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. We request you accept this summary as confirmation that we wish DBC to duplicate BRAG's responses under our names.</p> <p>We would like to take this opportunity to emphasize a few of the most important points within that response, <b><i>in particular our response to Q25.</i></b></p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15096
<b>Full Name</b>	Grand Union Investments
<b>Company / Organisation</b>	Grand Union Investments C/O Savills
<b>Position</b>	Associate Director
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>• Paragraphs 3.6.1 to 3.6.3 of the consultation document explain the approach the Council is taking towards engagement with other local Councils and its partners. More specifically, paragraph 3.6.1 confirms that ‘the Council is committed to co-operation with other Councils and key organisations on planning issues that cross boundaries’.</li> <li>• We welcome the steps that the Council is taking to engage with other Councils and partners and, more specifically, to engage with other Councils and key organisations on planning issues that cross local authority boundaries. Local Authorities are bound by the ‘Duty to Co-operate’ as defined in the Localism Act of 2011. The duty to cooperate is also referenced in paragraph 178 of the NPPF which states that ‘<i>public bodies have a duty to co-operate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out in paragraph 156</i>’.</li> <li>• Turning to the strategic priorities set out within paragraph 156, the Council is required to produce strategic policies to deliver the homes and jobs needed in the area. In the case of housing, paragraph 159 of the NPPF requires local planning authorities to prepare a Strategic Housing Market Assessment (SHMA) to ‘<i>assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries</i>’. The Government’s consultation document ‘Planning for the right homes in the right places’ (September 2017) proposes the retention of Housing Market Areas as the basis for calculation of housing needs, and consequently, evidence which assesses housing needs on this basis should remain an essential part of the Council’s evidence base for the Local Plan.</li> <li>• We recognise that the Borough Council, along with Hertsmere Borough, Three Rivers District and Watford Borough Councils has produced a SHMA (2016) which defines Dacorum as lying within the South West Hertfordshire Housing Market Area (SWHHMA). The SWHHMA also comprises the neighbouring authority areas of the Hertsmere, St Albans, Three Rivers and Watford Council areas.</li> </ul>



	We also note at paragraph 3.6.2 that the Council acknowledges that it ' <i>needs to have regard to other authorities' plans</i> '. In light of this, we welcome the work that has been undertaken to date to produce evidence in the form of a SHMA. However, it is essential that the Council continues to build upon this work through continued and regular co-operation with the SWHHMA neighbouring authorities, with a view to arriving at an agreed position ahead of Local Plan Examinations, through a memorandum of understanding, or similar.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15157
<b>Full Name</b>	Mr David Broadley
<b>Company / Organisation</b>	Aylesbury Vale District Council
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>Duty to Co-operate</b></p> <p>Finally, we consider it will be important to maintain officer and Member level Duty to Co-operate dialogue to better understand the issues above and to inform the required monitoring of co- operation between the two Councils. <i>We look forward to agreeing a formal Memorandum of Understanding between Councils to form part of the respective Local Plan evidence at the Submission stage. AVDC officers are currently at an advanced stage preparing a draft to be sent in the coming days to DBC officers for consideration.</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15174
<b>Full Name</b>	Bert Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This is to be treated as two identical responses from 1) Bert Smith - 2) Valerie Smith.</p> <p><b>Answer – NO.</b></p> <p>The South West Hertfordshire area studied by G L Hearn is an arbitrary division. There has been and continues to be very substantial housing growth in</p>

	<p>Aylesbury much of which is now taking place to the east of that town towards Tring.</p> <p>In identifying the need for affordable housing in Tring {or Berkhamsted for that matter} it is far more logical to consider the situation in Aylesbury Vale district which has, in this respect, far more relevance to Tring than a lot of towns in South West Hertfordshire – e.g. Watford. Very substantial housing development has taken place recently around Aylesbury and much more is planned. Huge housing and infrastructure developments are taking place to the east of the town {i.e. towards Tring} with 2450 new homes in Broughton and 3000 in Weston Turville. A substantial proportion of this housing is designated affordable. These developments seriously question the need for any large scale Green Belt housing in Tring.</p> <p>It is well known that house prices in closer proximity to London increase substantially – and by the same token housing in developing towns such as Aylesbury, Milton Keynes or Luton is far more available and affordable. This outward migration has not been properly taken into effect in the assessment of needs.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP1015194
<b>Full Name</b>	Valerie Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This is to be treated as two identical responses from 1) Bert Smith - 2) Valerie Smith.</p> <p><b>Answer – NO.</b></p> <p>The South West Hertfordshire area studied by G L Hearn is an arbitrary division. There has been and continues to be very substantial housing growth in Aylesbury much of which is now taking place to the east of that town towards Tring.</p> <p>In identifying the need for affordable housing in Tring {or Berkhamsted for that matter} it is far more logical to consider the situation in Aylesbury Vale district which has, in this respect, far more relevance to Tring than a lot of towns in South West Hertfordshire – e.g. Watford. Very substantial housing development has taken place recently around Aylesbury and much more is planned. Huge housing and infrastructure developments are taking place to the east of the town {i.e. towards Tring} with 2450 new homes in Broughton and 3000 in Weston Turville. A substantial proportion of this housing is designated affordable. These developments seriously question the need for any large scale Green Belt housing in Tring.</p>

	It is well known that house prices in closer proximity to London increase substantially – and by the same token housing in developing towns such as Aylesbury, Milton Keynes or Luton is far more available and affordable. This outward migration has not been properly taken into effect in the assessment of needs.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15249
<b>Full Name</b>	Caroline Manson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I would like to register my views on the current consultation regarding the proposed developments in Dacorum and in particular Berkhamsted, where I have been a resident for over 20 years.</p> <p>I am attaching the more detailed comments compiled by the Berkhamsted Residents Action Group, which I fully support.</p> <p>Thank you for your consideration of my views and I hope that you will make a decision which protects the current character of our beautiful Market Town.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2: <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></b></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed</li> </ul>

	to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15301
<b>Full Name</b>	Mr Alan Conway
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has already responded to the Issues &amp; Options Consultation. I have studied their comments and confirm that I support the arguments put forward in their submission.</p> <p>Q2 Support the BRAG submission.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15350
<b>Full Name</b>	Sue Wolstenholme

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>I write in support of the submission made by the Berkhamsted Residents Action Group who have written and represented very clearly the views of many Berkhamsted Residents.</p> <p><b>Standard BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO15412
Full Name	Nick Hanling
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation and I have attached their response which I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. In summary, my view is that Berkhamsted cannot support a number of houses higher than that set out in the Core Strategy and</p>

	<p>it is already struggling to cope with the developments to date from that Strategy.</p> <p>I would like to take this opportunity emphasize some of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15460
<b>Full Name</b>	Sarah and Nigel Tester
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options' consultation and I have attached their reponse which I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. In summary, my view is that Berkhamsted cannot support a number of houses higher than that set out in the Core Strategy and

	<p>it is already struggling to cope with the developments to date from that Strategy.</p> <p>I would like to take this opportunity emphasize some of the most important points within that response.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15516
<b>Full Name</b>	Miss Tanya Assarat
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept the attached document of this as confirmation and that I wish DBC to duplicate BRAG's responses under my name.

	<p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15565
<b>Full Name</b>	Melanie Llewellyn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am writing to support the submissions by The Berkhamsted Town Council, the Berkhamsted Residents Action Group and The Berkhamsted Citizens Association opposing further development in Berkhamsted.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role</li> </ul>



	that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15622
<b>Full Name</b>	Angela and Martyn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The Gorehambury Estate question must be resolved so that at least some of the housing numbers accrue to Hemel - after all, given it's position, some services and infrastructure will no doubt be supplied by Dacorum.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15632
<b>Full Name</b>	Mr James Honour
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have attended the presentation and have read the Berkhamsted Residents Action Group response to the questions posed.</p> <p>I can agree with all their extensive points and request that you accept this as confirmation i wish to duplicate their responses under my name.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p>

	<p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15690
<b>Full Name</b>	Mr Patrick Barr
<b>Company / Organisation</b>	Tring Hockey Club
<b>Position</b>	Chairman
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No. It is critical for Tring and Especially for Tring sporting Community that there is full consultation with, and consideration given to the developments and housing expansion of, Aylesbury Vale District Council.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15691
<b>Full Name</b>	Mark Pawlett
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please see attached a report provided by the Grove Road Residents Association. I can confirm that I am a member and as such support this document.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p>

**Question 2. Have we reflected all cross boundary issues, or issues of particular importance to you or your organisation?**

The document provided by the DCLG, *“Planning for the right homes in the right places”*<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

<sup>2</sup> *Department for Communities and Local Government (2017)*

<sup>3</sup> *Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15739
<b>Full Name</b>	Maria & Colin Sturges
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I believe the proposed Local Plan lacks vision and fails to keep the character of Dacorum. Less than 6 months ago (16th July) the previous 25 year plan was approved and that took 10 years in the making, and now we are being asked to approve a new plan having just agreed to an additional 500 houses in Tring. If the worst case scenario of the plan were to take place this would result in a 60% increase of the town of Tring. I have attached a report from a planning consultant with regards to the over-development of Tring. Tring has specific issues being a small market town...</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, "<i>Planning for the right homes in the right places</i>" 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p>

	<p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15786
<b>Full Name</b>	David Kerrigan
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I fully endorse the BRAG submission on this, which is worth pointing out as I have not answered some questions, and have bundled answers to others under what seems to be the most critical one – Question 40 eliciting support or otherwise for Option 1B.</p> <p>Land east of Hemel has to be included in Dacorum’s outputs despite continued refusal by St Albans to co-operate with DBC. The Core Strategy Inspector was quite clear on this. Gorhambury development must count toward Dacorum targets.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p>

	<ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15834
<b>Full Name</b>	Mark Pawlett
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Please see attached a report provided by the Grove Road Residents Association. I can confirm that I am a member and as such support this document.</b></p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO15854

Full Name	D B Land and Planning
Company / Organisation	D B Land and Planning
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<ul style="list-style-type: none"> <li>DBLP considers the preparation of a joint SHMA an important piece of evidence in dealing with cross-boundary issues under the duty to co-operate/statement of common ground. DBLP is opposed to any approach by the Council to delegate the responsibility of meeting its housing needs in a neighbouring authority and the SHMA provides a robust position for meeting the difficult challenges faced by housing need "head on" in the Borough</li> </ul>
Include files	
Number	Question 2
ID	LPIO15906
Full Name	Mrs Sue Yeomans
Company / Organisation	Chilterns Countryside Group
Position	Chairman
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>1 <b><u>5. STATUTORY REQUIREMENT TO MUTUALLY CO-OPERATE WITH ADJOINING AUTHORITIES</u></b></p> <p>5.i. The CCG understands there is statutory obligation for Local Authorities to mutually co-operate with adjoining Authorities across boundaries for supply of housing.</p> <p>5.ii. Whilst there is mention in the LP about co-operation with St. Albans City &amp; District Council, there is no mention of co-operation with Bucks CC, Aylesbury Vale DC, Chilterns DC or Bedfordshire CC, all adjoining Local Authorities. We understand from officers at the Public Exhibitions that such discussions are yet to be held.</p> <p>5.iii. These should be under way with deadlines for conclusions before any firm decisions are made on finalisation of the DBC Local Plan.</p>
Include files	
Number	Question 2
ID	LPIO15918
Full Name	James Pitt
Company / Organisation	Gleeson Developments Limited
Position	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Although many Local Authorities are working successfully with each other, a key issue for those Authorities which border London and which provide the core commuting zones to London is the inability of the capital to meet its own OAN. The text as currently drafted makes no mention of the need to make a contribution to meeting the unmet housing need of London.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16002
<b>Full Name</b>	Charlotte Ryan-Elliott
<b>Company / Organisation</b>	Kier Property
<b>Position</b>	Planner`
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><u><a href="#">Housing Demand Findings</a></u></p> <p>1.1. On review of the boroughs within the HMA, it is evident that Dacorum will likely be required to assist in accommodating any unmet housing need arising from the other boroughs. Therefore, we would strongly encourage Dacorum to engage positively with other authorities to ensure that need arising from the HMA (or potentially the wider area - including London) is at least in part accommodated by Dacorum (in accordance with the requirements of the NPPF; 'Duty to Cooperate'). Indeed, as proven by recent Local Plan Examinations, notably Waverly and Mid Sussex, it is a requirement to meet a significant element of any un-met housing need carried from neighbouring boroughs; with the Inspector for the Mid Sussex District Plan concluding that 'it would be unsound for Mid Sussex to fail to accommodate a significant portion of unmet housing need arising from its neighbours within the same housing market area in its emerging District Plan. The housing requirement within the draft Plan should therefore be increased accordingly.' Consequently, there is a precedent set for Dacorum to explore all reasonable options to facilitate the adoption of a housing requirement that includes an appropriate portion of any unmet need within the HMA.</p> <p>At present, our Client notes that there is a lack of detail provided within the I&amp;O draft regarding how Dacorum will work with its partners in the HMA, which we would duly request Dacorum to explore in further detail before progressing the new Local Plan and adopting a housing target (which should be based on robust, up-to-date evidence). In accordance with Paragraphs 47 and 182 of the NPPF, our Client notes that Dacorum would need to provide sufficient justification as to why it cannot</p>



	<p>accommodate at least a portion of any unmet need that may arise from within the HMA, during the preparation of the emerging Local Plan. This would likely only require a modest increase in Dacorum's minimum requirement and thus would not necessitate a fundamental adjustment to the proposed spatial strategy, but importantly would ensure the needs of the wider HMA are met in full</p> <p>In summary, we advise that Dacorum seeks to increase their housing target to accommodate: the expected shortfall arising from within the HMA; in addition to helping to address London's housing shortfall (in line with the adopted London Plan; as consolidated with alterations since 2011). On behalf of our Client, we would request that this is considered/explore before Dacorum commence on preparing the next stage of the Local Plan.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16021
<b>Full Name</b>	Maria & Colin Sturges
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I believe the proposed Local Plan lacks vision and fails to keep the character of Dacorum. Less than 6 months ago (16th July) the previous 25 year plan was approved and that took 10 years in the making, and now we are being asked to approve a new plan having just agreed to an additional 500 houses in Tring. If the worst case scenario of the plan were to take place this would result in a 60% increase of the town of Tring. I have attached a report from a planning consultant with regards to the over-development of Tring. Tring has specific issues being a small market town:-</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16034
<b>Full Name</b>	Dave Thomas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please find the attached document describing issues and options that I and many other residents of Tring have addressed regarding housing development</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16044
<b>Full Name</b>	Dave Thomas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please find the attached document describing issues and options that I and many other residents of Tring have addressed regarding housing development</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, “<i>Planning for the right homes in the right places</i>”<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with</p>

surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16090
<b>Full Name</b>	Helen and Aaron Talbot
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>We attach the report commissioned by Grove Fields Residents Association which we believe should be taken into consideration with regards to proposed plans for increased housing for Tring. We are a small town and the plans for huge new housing developments (some on Green Field sites) should be considered in the light of this.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16098
<b>Full Name</b>	Helen and Aaron Talbot
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>We attach the report commissioned by Grove Fields Residents Association which we believe should be taken into consideration with regards to proposed plans for increased housing for Tring. We are a small town and the plans for huge new housing developments (some on Green Field sites) should be considered in the light of this.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with</p>

surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16148
<b>Full Name</b>	Stuart Mcgrory
<b>Company / Organisation</b>	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Please find attached report which I fully endorse. There seems to be a complete lack of vision in the proposals and lack of concern about what it will do to the infrastructure of the town.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
Include files	
Number	Question 2
ID	LPIO16156
Full Name	Stuart Mcgrory
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Please find attached report which I fully endorse. There seems to be a complete lack of vision in the proposals and lack of concern about what it will do to the infrastructure of the town.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, “<i>Planning for the right homes in the right places</i>” 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils</p>

approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16205
<b>Full Name</b>	Stuart Mears
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

Your response - Please add your response here	<p>I write in regards to your "Issues and Options Consultation Local Plan to 2036".</p> <p>I fully support the analysis and conclusions of the Issues and Options Response prepared by the Grove Fields Resident Association.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16213
<b>Full Name</b>	Stuart Mears
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
Your response - Please add your response here	<p>I write in regards to your "Issues and Options Consultation Local Plan to 2036".</p> <p>I fully support the analysis and conclusions of the Issues and Options Response prepared by the Grove Fields Resident Association.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, "<i>Planning for the right homes in the right places</i>" reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate</p>



	<p>with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16267
<b>Full Name</b>	Kitty Thomas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>please find the attached report written on mine and other residents request.</p> <p><b>Summary Section from GFRA – Executive summary</b></p>

	<p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16275
<b>Full Name</b>	Kitty Thomas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>please find the attached report written on mine and other residents request.</b></p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p>

	<p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16327
<b>Full Name</b>	Aaron Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I support GFRA responses see below.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite</p>

	<p>the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16337
<b>Full Name</b>	Aaron Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I support GFRA responses see below.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, "<i>Planning for the right homes in the right places</i>" 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there</p>

	<p>is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16383
<b>Full Name</b>	Ruth and Stephen Wright
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) have responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to duplicate BRAG’s responses under our name.</b></p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q2. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy</li> </ul>

	<p>Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16441
<b>Full Name</b>	Andrew Yeomans
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I endorse the attached reports from the Chiltern Countryside Group and the Grove Fields Residents Association, regarding the local plan consultation.</b></p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16450
<b>Full Name</b>	Andrew Yeomans
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I endorse the attached reports from the Chiltern Countryside Group and the Grove Fields Residents Association, regarding the local plan consultation.</b></p> <p>Dacorum Borough Council has not yet fulfilled requirements to consult with adjacent authorities to create a joined-up plan. In areas of Aylesbury Vale, Central Bedfordshire and Luton, there are non-Green Belt land areas – including brownfield land – much more suitable for any development.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, “<i>Planning for the right homes in the right places</i>” 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there</p>

	<p>is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16513
<b>Full Name</b>	Andrew Yeomans
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I endorse the attached reports from the Chiltern Countryside Group and the Grove Fields Residents Association, regarding the local plan consultation.</b></p> <p>Dacorum Borough Council has not yet fulfilled requirements to consult with adjacent authorities to create a joined-up plan. In areas of Aylesbury Vale, Central Bedfordshire and Luton, there are non-Green Belt land areas – including brownfield land – much more suitable for any development.</p> <p><b>CCG response to question 2 full document attached to question 46</b></p> <p>1 <b><u>5. STATUTORY REQUIREMENT TO MUTUALLY CO-OPERATE WITH ADJOINING AUTHORITIES</u></b></p> <p>5.i. The CCG understands there is statutory obligation for Local Authorities to mutually co-operate with adjoining Authorities across boundaries for supply of housing.</p> <p>5.ii. Whilst there is mention in the LP about co-operation with St. Albans City &amp; District Council, there is no mention of co-operation with Bucks CC, Aylesbury Vale DC, Chilterns DC or Bedfordshire CC, all adjoining Local Authorities. We understand from officers at the Public Exhibitions that such discussions are yet to be held.</p>



	5.iii. These should be under way with deadlines for conclusions before any firm decisions are made on finalisation of the DBC Local Plan.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16526
<b>Full Name</b>	Ian Emmas
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <p>. DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16669
<b>Full Name</b>	Katie Parsons
<b>Company / Organisation</b>	Historic England
<b>Position</b>	Historic Environment Planning Advisor
<b>Agent Name</b>	

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	No. We would recommend that the conservation and enhancement of the historic environment is identified as a key cross boundary planning issue and a strategic duty-to-cooperate priority in line with paragraph 156 of the NPPF. We would also like to see Historic England is listed as a Duty to Co-operate partner
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16708
<b>Full Name</b>	Lynsey Hillman-Gamble
<b>Company / Organisation</b>	Central Bedfordshire Council
<b>Position</b>	Strategic Plan Partnership Manager
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	Thank you for consulting Central Bedfordshire Council (CBC) on your New Local Plan Issues and Options Consultation. CBC and Dacorum Borough Council have an established working relationship at both Officer and Member level and we look forward to continued cooperation between our two authorities as we both move towards the adoption of our respective local plans
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16719
<b>Full Name</b>	Lynsey Hillman-Gamble
<b>Company / Organisation</b>	Central Bedfordshire Council
<b>Position</b>	Strategic Plan Partnership Manager
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	Issue 17 – The enhancement of the natural environment is considered to be paramount. The proposed approach set out within paragraph 8.1.9 is supported and CBC would welcome the opportunity to engage with the Borough Council to ensure an appropriate cross-boundary approach to protection and enhancement
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16729
<b>Full Name</b>	Lynsey Hillman-Gamble

Company / Organisation	Central Bedfordshire Council
Position	Strategic Plan Partnership Manager
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Duty to Co-operate - CBC and Dacorum Borough Council have an established working relationship at both officer and Member level and we are keen to ensure that this is continued as both authorities move towards the successful adoption of local plans. CBC are at a later stage in the process than Dacorum but the commitment of both authorities to the DtC process is recognised and appreciated
Include files	
Number	Question 2
ID	LPIO16801
Full Name	Jon G. Wright Dawn Sanders
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	As a member of the Grove Field Residents Association, I am in broad agreement with their conclusions. <b>Summary Section from GFRA – Executive summary</b> It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council. <b>GFRA full document attached to question 46</b>
Include files	
Number	Question 2
ID	LPIO16809
Full Name	Jon G. Wright Dawn Sanders
Company / Organisation	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>As a member of the Grove Field Residents Association, I am in broad agreement with their conclusions.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would</p>

	<p>be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16869
<b>Full Name</b>	Jan Mcgrory
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Having read the document submitted by the grove fields residents association, I concur whole heartedly with its findings</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	

Number	Question 2
ID	LPIO16877
Full Name	Jan Mcgrory
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Having read the document submitted by the grove fields residents association, I concur whole heartedly with its findings</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, "<i>Planning for the right homes in the right places</i>" 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of</p>

	<p>infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16945
<b>Full Name</b>	Mr Derek Benson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I would wish to make the following observations regarding the proposed developments in Bovingdon.</p> <p>Additional housing is inevitable but needs to be carefully considered alongside the 900 houses being built between Bovingdon and Chesham.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16952
<b>Full Name</b>	Terry Godber
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>• Another very important aspect when considering such matters is that plans for Tring must recognise and be coordinated with the proposals for the surrounding areas.</li> <li>• It is of little value to plan for Tring as a stand alone town within Dacorum when Tring stands on a peninsular which is surrounded by areas of Buckinghamshire which have already seen significant development during the recent years.</li> </ul>

	<ul style="list-style-type: none"> <li>• The recent dramatic expansion of Pitstone, Aston Clinton have already imposed significant load onto the station and local schools here in Tring and today the further development of these parts</li> <li>• together with the potential for the imminent redevelopment of the Halton Camp at Wendover can all combine to make a total nonsense of any plan conceived without recognition of what is to take place in these parts.</li> <li>• Surely it's recognised that Aston Clinton and Pitstone have recently been developed without such issues being accounted.</li> </ul> <p>Given the significant scale of these proposals and given that Central Government is also looking to all authorities to develop similar proposals at a proportionate scale, can Dacorum Council please confirm that they will take a broader outlook, one which considers and plans for the impacts of the proposed schemes being developed by other adjoining public authorities in detail before finally committing to the detail of any individual scheme in Dacorum?</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO16957
<b>Full Name</b>	Chris Pike
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please register my support for this report by Grove Fields Residents Association.</p> <p>I support this whole heartedly.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>



Include files	
Number	Question 2
ID	LPIO16965
Full Name	Chris Pike
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Please register my support for this report by Grove Fields Residents Association.</p> <p>I support this whole heartedly.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, “<i>Planning for the right homes in the right places</i>” 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear</p>

	<p>to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17014
<b>Full Name</b>	Jade Holmes
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I attach a report by planning consultants that reflects my personal views on the development proposals for Dacorum that have been presented for comment.</p> <p>In my opinion, further examination, including linkage with neighbouring authorities and infrastructure requirements, is necessary in order to demonstrate that the release of green belt land is proportionally necessary to meet housing need.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2

<b>ID</b>	LPIO17022
<b>Full Name</b>	Jade Holmes
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I attach a report by planning consultants that reflects my personal views on the development proposals for Dacorum that have been presented for comment.</p> <p>In my opinion, further examination, including linkage with neighbouring authorities and infrastructure requirements, is necessary in order to demonstrate that the release of green belt land is proportionally necessary to meet housing need.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply</p>

	<p>of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17071
<b>Full Name</b>	Grahame Senior
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I support and endorse the views expressed in the attached document as a member of GFRA</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17079
<b>Full Name</b>	Grahame Senior
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I support and endorse the views expressed in the attached document as a member of GFRA</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, “<i>Planning for the right homes in the right places</i>” 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would</p>

	<p>be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17197
<b>Full Name</b>	Watford Borough Council
<b>Company / Organisation</b>	
<b>Position</b>	Principal Planning Officer
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>The Council supports progress on the new Local Plan and working collaboratively to meet the needs of the district and those which may affect the wider area of south west Hertfordshire.</p> <p>The cross boundary issues highlighted cover the strategic issues neighbouring authorities will need to confront as the Dacorum Local Plan and those of the respective local authority areas in south west Hertfordshire, are prepared. It will be important to recognise that each district will have different opportunities and limitations to address strategic issues in the long term as part of future collaborative discussions.</p> <p>I hope you find these comments useful. Watford Borough Council looks forward to future collaboration as the respective local plans of both Councils move forward.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17211
<b>Full Name</b>	Debbie Crooks Pam Moss
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p>

	<p>However, I would like to take this opportunity emphasize just a few of the most important points within that response</p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17269
<b>Full Name</b>	Margaret and Andrew Pike
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>We wish to object most strongly to the plan to build any more dwellings in Berkhamsted and fully support all the arguments that the Berkhamsted Residents Action Group (BRAG) have put forward.</b></p> <p>...</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p>

	<p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17318
<b>Full Name</b>	Mr David Parker
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>As a member of the Grove Fields Residents Association (GFRA) and a resident of Grove Road, Tring I attach the response prepared by the planning consultant appointed by the GRFA.</b></p> <p><b>There is no evidence that there has been adequate consideration of the infrastructure needed to support the construction of the higher number of homes proposed. Specifically access to the town from those sites on the Eastern boundary between Cow Lane/Station Road and Bulbourne Road but also from those sites to the A41. Additionally there has been no consideration of the impact on the existing infrastructure further from Tring. The volume of traffic using the A41 is significant. Add to the current traffic volumes the vehicles that will come with the current significant development in Aylesbury and then lay on top of that the vehicles will associated with the additional properties in Tring and it quickly becomes unsustainable. Are we going to have to end up with a 6 lane A41 to cope? I am concerned</b></p>



	<p>that the appropriate council responsible for the maintenance of the existing road network simply won't be able to cope with the additional roads and increased traffic volumes on existing roads given recent history</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17326
<b>Full Name</b>	Mr David Parker
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>As a member of the Grove Fields Residents Association (GFRA) and a resident of Grove Road, Tring I attach the response prepared by the planning consultant appointed by the GRFA.</b></p> <p>There is no evidence that there has been adequate consideration of the infrastructure needed to support the construction of the higher number of homes proposed. Specifically access to the town from those sites on the Eastern boundary between Cow Lane/Station Road and Bulbourne Road but also from those sites to the A41. Additionally there has been no consideration of the impact on the existing infrastructure further from Tring. The volume of traffic using the A41 is significant. Add to the current traffic volumes the vehicles that will come with the current significant development in Aylesbury and then lay on top of that the vehicles will associated with the additional properties in Tring and it quickly becomes unsustainable. Are we going to have to end up with a 6 lane A41 to cope? I am concerned that the appropriate council responsible for the maintenance of the existing road network simply won't be able to cope with the additional roads and increased traffic volumes on existing roads given recent history</p>

**GFRA Response to Question 2, full document attached to question 46**

The document provided by the DCLG, *“Planning for the right homes in the right places”*<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

**Include files**

Number	Question 2
ID	LPIO17378
Full Name	Lesley Brown
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Finally, I fully support the responses to the Local Plan as submitted by the Berkhamsted Citizens Association and the Dacorum Health Action Group both of which I have fully read.</p> <p>Berkhamsted Citizens Association response to question 2 below (copy of full response attached to question 46)</p> <p><b><i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></b></p> <p><b>YES, but</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</li> <li>• We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers.</li> </ul>
Include files	
Number	Question 2
ID	LPIO17425
Full Name	Sara Bell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<p><b>Your response - Please add your response here</b></p>	<p>I believe you have already received the attached from planning consultants on behalf of the Grove Fields Residents Association. As a community member strongly opposed to the suggested development, I felt it necessary to re-send the report with my own comments on the matter.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<p><b>Include files</b></p>	
<p><b>Number</b></p>	<p>Question 2</p>
<p><b>ID</b></p>	<p>LPIO17433</p>
<p><b>Full Name</b></p>	<p>Sara Bell</p>
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Agent Name</b></p>	
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Your Opinion - Please state your opinion here</b></p>	<p>No</p>
<p><b>Your response - Please add your response here</b></p>	<p>I believe you have already received the attached from planning consultants on behalf of the Grove Fields Residents Association. As a community member strongly opposed to the suggested development, I felt it necessary to re-send the report with my own comments on the matter.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, “<i>Planning for the right homes in the right places</i>” 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This</p>

	<p>in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17484
<b>Full Name</b>	Emma Talbot
<b>Company / Organisation</b>	The Little Cloth Rabbit
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

Your response - Please add your response here	<p><b>Please find attached a report (GFRA) about the proposed development of Tring.</b></p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
Include files	
Number	Question 2
ID	LPIO17492
Full Name	Emma Talbot
Company / Organisation	The Little Cloth Rabbit
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>Please find attached a report (GFRA) about the proposed development of Tring.</b></p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green</p>

	<p>Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17540
<b>Full Name</b>	MR DAVID BROWN
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Finally, I fully support the responses to the Local Plan as submitted by the Berkhamsted Citizens Association and the Dacorum Health Action Group both of which I have fully read.</p> <p>Berkhamsted Citizens Association response to question 2 below (copy of full response attached to question 46)</p> <p><b><i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></b></p>

	<p><b>YES, but</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</li> <li>• We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP1017591
<b>Full Name</b>	Paul Hembury
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I am writing to express my concern over the proposed development of Tring as set out in the Issues and Options Consultation Local Plan to 2036. The attached report (GFRA) by Next Phase Planning &amp; Development details my concerns comprehensively.</b></p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>



<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17599
<b>Full Name</b>	Paul Hembury
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am writing to express my concern over the proposed development of Tring as set out in the Issues and Options Consultation Local Plan to 2036. The attached report (GFRA) by Next Phase Planning &amp; Development details my concerns comprehensively.</p> <p>...</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, "<i>Planning for the right homes in the right places</i>"<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the</p>

	<p>Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17665
<b>Full Name</b>	Michael and Jill Sanders
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>As Members of the Grove Fields Action Group we have commissioned the attached report, at great expense, which indicates how strongly we feel about these proposals. This report sets out in great detail our concerns, far more eloquently than we could do ourselves.</b></p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>

Include files	
Number	Question 2
ID	LPIO17673
Full Name	Michael and Jill Sanders
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>As Members of the Grove Fields Action Group we have commissioned the attached report, at great expense, which indicates how strongly we feel about these proposals. This report sets out in great detail our concerns, far more eloquently than we could do ourselves.</b></p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure</p>

	<p>growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17722
<b>Full Name</b>	Diana Woodward
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I have read the submissions made to you by the Berkhamsted Citizens Association and the Labour Party, and would like to endorse the views they express.</p> <p>BCA response to Question 2 below - full document attached to Question 46</p> <p><b><i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></b></p> <p><b>YES, but</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</li> <li>• We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial</li> </ul>

	housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17770
<b>Full Name</b>	John and Helen Osborne
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>We are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</b></p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17778
<b>Full Name</b>	John and Helen Osborne
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>We are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</b></p>

**GFRA Response to Question 2, full document attached to question 46**

The document provided by the DCLG, *“Planning for the right homes in the right places”*<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

**Include files**

Number	Question 2
ID	LPIO17828
Full Name	David and Jane Elsmore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>We are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</b></p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
Include files	
Number	Question 2
ID	LPIO17836
Full Name	David and Jane Elsmore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>We are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</b></p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, “<i>Planning for the right homes in the right places</i>” 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with</p>

surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

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It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17886
<b>Full Name</b>	Dave Davies
<b>Company / Organisation</b>	



Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>Please find attached a reports commissioned by a residents association (GFRA) challenging the current plants for additional building in the Tring area.</b></p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
Include files	
Number	Question 2
ID	LPIO17894
Full Name	Dave Davies
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>Please find attached a reports commissioned by a residents association (GFRA) challenging the current plants for additional building in the Tring area.</b></p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This</p>

in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

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*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17957
<b>Full Name</b>	Mr Michael Burbidge
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	There appears to be no consultation with the National Rail and London Midland (or the future franchise holder).

	<p>Trains on the line to Euston are already crowded, the car park at Tring is often full and the same can be said for the cycle parking. Any development, let alone the huge increases in Options 2 &amp; 3, will impact the railway usage so this should be part of the consultation. The train companies have a history of reacting once over crowding becomes a problem rather than trying to expand services with growing demand.</p> <p>I do not use the bus services but I expect that there is a similar issue.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO17995
<b>Full Name</b>	mr Richard Lambert
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I wanted to quickly summarise how I feel about your plans for the redevelopment of Tring. I visited the recent Public Consultation event held at the Pendley Manor Hotel and had a conversation with a number of people from Dacorum there. The attached document deftly sets out the detailed views, but in summary (GFRA DOCUMEMNT) , my own views can be summarised in a handful of bullet point.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18003
<b>Full Name</b>	mr Richard Lambert
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I wanted to quickly summarise how I feel about your plans for the redevelopment of Tring. I visited the recent Public Consultation event held at the Pendley Manor Hotel and had a conversation with a number of people from Dacorum there. The attached document deftly sets out the detailed views, but in summary (GFRA DOCUMENT), my own views can be summarised in a handful of bullet point.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p>

	<p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18066
<b>Full Name</b>	Mr Graham Bright
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please find attached the response from the Grove Fields Residents Association, which I fully endorse</p> <p>My personal position, in summary is as follows:</p> <p>Due to the location of Tring, Dacorum need to do more with other neighbouring LAs to determine whether some of the housing need can be provided 'just over the border' by Bedfordshire, Luton and Buckinghamshire</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2

<b>ID</b>	LPIO18074
<b>Full Name</b>	Mr Graham Bright
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please find attached the response from the Grove Fields Residents Association, which I fully endorse</p> <p>My personal position, in summary is as follows:</p> <p>Due to the location of Tring, Dacorum need to do more with other neighbouring LAs to determine whether some of the housing need can be provided 'just over the border' by Bedfordshire, Luton and Buckinghamshire</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>"Planning for the right homes in the right places"</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply</p>

	<p>of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18123
<b>Full Name</b>	Peter and Cathy Davidson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Further opinions and ideas are given in Grove Fields Consultants report attached</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18131
<b>Full Name</b>	Peter and Cathy Davidson
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Further opinions and ideas are given in Grove Fields Consultants report attached</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would</p>



	<p>be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18180
<b>Full Name</b>	Nicky and Dave Hulse
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please see attached the Grove Fields Residents Association's responses to the proposed developments in Tring, which we concur with and of which we are a member</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18188
<b>Full Name</b>	Nicky and Dave Hulse
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

Your response - Please add your response here

Please see attached the Grove Fields Residents Association's responses to the proposed developments in Tring, which we concur with and of which we are a member

**GFRA Response to Question 2, full document attached to question 46**

The document provided by the DCLG, "*Planning for the right homes in the right places*"<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

	3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)
Include files	
Number	Question 2
ID	LPIO18241
Full Name	Gail Skelton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>I am writing as a member and in support of BRAG to voice my concerns over the latest building proposal to my home town. However I have to confess that I usually have the cynical opinion that this will count for very little and to this extent, I sincerely hope that I am proved wrong.</p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18293
<b>Full Name</b>	Terry and Jennifer Elliott
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>We are members of the Grove Fields Residents Association and as such support their recommendations.</p> <p>We are writing in our own capacity as long term residents, (one of us being a local teacher for over 30 years), to add our personal comments regarding the proposed increase in housing in Tring, as a result of the published Strategic Planning Options for the area.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18301
<b>Full Name</b>	Terry and Jennifer Elliott
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>We are members of the Grove Fields Residents Association and as such support their recommendations.</p> <p>We are writing in our own capacity as long term residents, (one of us being a local teacher for over 30 years), to add our personal comments regarding</p>

the proposed increase in housing in Tring, as a result of the published Strategic Planning Options for the area.

**GFRA Response to Question 2, full document attached to question 46**

The document provided by the DCLG, *“Planning for the right homes in the right places”*<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

Include files	
Number	Question 2
ID	LPIO18469
Full Name	Melanine Llewellyn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO18515
Full Name	Mrs Juliet Chodzko
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>I should like to add my name to the issues put forward in the attached (BRAG Response). I feel that the special needs of Berkhamsted have not been considered properly.</b></p> <p>.....</p>

	<p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18562
<b>Full Name</b>	Captain Andrew Cassels
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>I entirely agree with all responses given by BRAG (Berkhamsted Residents Action Group).</b></p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s</li> </ul>

	land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18608
<b>Full Name</b>	Lindy Weinreb
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b><i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></b></p> <p><b>YES, but</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</li> <li>• We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18655
<b>Full Name</b>	Hilary Abbott
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	



<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18701
<b>Full Name</b>	Paul and Gillian Jenkins
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p><b>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO18747
Full Name	Berkhamsted Citizens
Company / Organisation	Berkhamsted Citizens
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p><b><i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></b></p> <p><b>YES, but</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</li> <li>• We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18794
<b>Full Name</b>	Lyndsay Slater
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
Your response - Please add your response here	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p>

	<p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP1018843
<b>Full Name</b>	Andrew and Margit Dobbie
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>The Berkhamsted Residents Action Group (BRAG) has responded in full to the ‘Issues &amp; Options’ consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG’s responses under my name.</b></p> <p><b>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</b></p> <p>Q2. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p>

	<p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<p><b>Include files</b></p>	

Number	Question 2
ID	LPIO18889
Full Name	Katherine Cassels
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>I entirely agree with all responses given by BRAG (Berkhamsted Residents Action Group).</b></p> <p>...</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO18959
Full Name	Mrs Emma Robertson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<b>Please find attached the final report written on behalf of Grove Field Residents Association. It states what</b>

	<p><b>we believe to be the best case scenario for Tring with the proposed increase to the town.Please read and include the report findings in your final decision.</b></p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO18967
<b>Full Name</b>	Mrs Emma Robertson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Please find attached the final report written on behalf of Grove Field Residents Association.It states what we believe to be the best case scenario for Tring with the proposed increase to the town.Please read and include the report findings in your final decision.</b></p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, “<i>Planning for the right homes in the right places</i>”<sup>2</sup>reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.</p>

	<p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19030
<b>Full Name</b>	Barbara Gainsley
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>I attended the meeting of Berkhamsted Citizens, and my views are reflected in the conclusions we came to on the night, and our concerns about the proposed development.</b></p> <p><b>Berkhamsted is a town in a valley, it is limited by its geography, and also hugely limited by its resources and infrastructure.</b></p>



	<p><b>Please accept this email as my response to the proposal, I am in complete agreement with these concerns voiced by our Citizens.</b></p> <p><b>YES, but</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</li> <li>• We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19079
<b>Full Name</b>	Bill Ahearn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I wish to register my objections to some of the proposals under consideration on the grounds they are simply to excessive and feel a more moderate scheme as set out in the attached report would be suitable</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19087
<b>Full Name</b>	Bill Ahearn
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I wish to register my objections to some of the proposals under consideration on the grounds they are simply too excessive and feel a more moderate scheme as set out in the attached report would be suitable</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2 reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure</p>

	<p>growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19137
<b>Full Name</b>	Ms Sarah Hain
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I completely support the points discussed by the attached Report responding to the DBC planning consultation document. It addresses my own emotional and practical concerns about the town in which I live, as well as the wider area concerned, with a professionalism giving expert weight to its conclusions.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>

Include files	
Number	Question 2
ID	LPIO19145
Full Name	Ms Sarah Hain
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>I completely support the points discussed by the attached Report responding to the DBC planning consultation document. It addresses my own emotional and practical concerns about the town in which I live, as well as the wider area concerned, with a professionalism giving expert weight to its conclusions.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the</p>

	<p>Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19195
<b>Full Name</b>	Grove Fields Residents Association
<b>Company / Organisation</b>	Grove Fields Residents Association
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I attach a copy of the formal submission report raised in consultation to the Issues and Options paper on behalf of the Grove Fields Residents Association (GFRA). The GFRA represents 325 people, and I confirm that as of the 11th December 2017, this submission represents the position of all 325 members.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19203
<b>Full Name</b>	Grove Fields Residents Association
<b>Company / Organisation</b>	Grove Fields Residents Association
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I attach a copy of the formal submission report raised in consultation to the Issues and Options paper on behalf of the Grove Fields Residents Association (GFRA). The GFRA represents 325 people, and I confirm that as of the 11th December 2017, this submission represents the position of all 325 members.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure</p>

	<p>growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19252
<b>Full Name</b>	Marcus, Jane, Abigail and Jennifer Fox
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Our family ( 4 adults) live in Tring and are extremely concerned about the proposed increase in housing for Tring. We are all members of Grove Fields Residents Association and attended the meetings at Pendley and Tring Town Council so that we could make an informed decision regarding the proposal from Dacorum Borough Council. GFRA response attached.</p> <p>We urge you to consider the issues and proposals in the attached report. Please do not develop Tring and further compromise the town's infrastructure. We feel strongly that green belt land should be preserved for future generations.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite</p>

	<p>the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19260
<b>Full Name</b>	Marcus, Jane, Abigail and Jennifer Fox
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Our family ( 4 adults) live in Tring and are extremely concerned about the proposed increase in housing for Tring. We are all members of Grove Fields Residents Association and attended the meetings at Pendley and Tring Town Council so that we could make an informed decision regarding the proposal from Dacorum Borough Council. GFRA response attached.</p> <p>We urge you to consider the issues and proposals in the attached report. Please do not develop Tring and further compromise the town’s infrastructure. We feel strongly that green belt land should be preserved for future generations. .</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, “<i>Planning for the right homes in the right places</i>” 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green</p>



	<p>Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19314
<b>Full Name</b>	Stuart, Miranda & Melissa Kay
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p>

	<p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19361
<b>Full Name</b>	Wai Tang and Greg Barfoot
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please note we are aware that the Berkhamsted Residents Action Group (BRAG) has responded in full to the "Issues &amp; Options" consultation. To avoid full repetition of the extensive points made in the BRAG response, we request you accept this as confirmation that we wish DBC to add BRAG's responses under our name.</p> <p>We wish to add our concerns to the DBC local plan issues and options consultation.</p> <p>We are particularly concerned about the following</p> <p>Q2. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact</p>

	<p>detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19410
<b>Full Name</b>	Philippa Jones
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I enclose a response to the impact of Dacorum Local Plan on Berkhamsted. This document was drawn up by a number of people including myself, and based on the Berkhamsted Citizens meeting on the Local Plan</p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>YES, but</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St</li> </ul>

	<p>Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</p> <ul style="list-style-type: none"> <li>We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19457
<b>Full Name</b>	John Wignall
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I would like to endorse the findings of the attached report prepared for the Grove Fields Residents Association.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19465
<b>Full Name</b>	John Wignall
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I would like to endorse the findings of the attached report prepared for the Grove Fields Residents Association.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is</p>

	<p>limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19514
<b>Full Name</b>	Kevin Cullen
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please refer to the attached report.(BRAG)</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19522
<b>Full Name</b>	Kevin Cullen
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	Please refer to the attached report.(BRAG)

**GFRA Response to Question 2, full document attached to question 46**

The document provided by the DCLG, *“Planning for the right homes in the right places”*<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

**Include files**

<b>Number</b>	Question 2
<b>ID</b>	LPIO19571
<b>Full Name</b>	Mark Lawson and Sharon Wilkie
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I do agree with the principle that more housing is probably required however there has to be a common sense approach to the problem and considerable thought has got to be given to a proper infrastructure and the funding to support that.</p> <p>I do hope you take the time to read this report and look at the positives and alternatives in the document which I think is a lot more balanced than I expected.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19579
<b>Full Name</b>	Mark Lawson and Sharon Wilkie
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I do agree with the principle that more housing is probably required however there has to be a common sense approach to the problem and considerable thought has got to be given to a proper infrastructure and the funding to support that.</p>



I do hope you take the time to read this report and look at the positives and alternatives in the document which I think is a lot more balanced than I expected.

**GFRA Response to Question 2, full document attached to question 46**

The document provided by the DCLG, "*Planning for the right homes in the right places*" reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

	3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19628
<b>Full Name</b>	Vivienne Inmonger
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I attach a report by planning consultants that reflects my personal views on the development proposals for Dacorum that have been presented for comment.</p> <p>Further examination, including linkage with neighbouring authorities and infrastructure requirements, is necessary in order to demonstrate that the release of green belt land is proportionally necessary to meet housing need</p> <p><b>Q2 - NO</b></p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19636
<b>Full Name</b>	Vivienne Inmonger
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I attach a report by planning consultants that reflects my personal views on the development proposals for Dacorum that have been presented for comment.</p>

Further examination, including linkage with neighbouring authorities and infrastructure requirements, is necessary in order to demonstrate that the release of green belt land is proportionally necessary to meet housing need

**GFRA Response to Question 2, full document attached to question 46**

The document provided by the DCLG, "*Planning for the right homes in the right places*"<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

	3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19688
<b>Full Name</b>	John Inmonger
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I attach a report by planning consultants that reflects my personal views on the development proposals for Dacorum that have been presented for comment.</p> <p>Further examination, including linkage with neighbouring authorities and infrastructure requirements, is necessary in order to demonstrate that the release of green belt land is proportionally necessary to meet housing need</p> <p><b>Q2 - NO</b></p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19696
<b>Full Name</b>	John Inmonger
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No

**Your response - Please add your response here**

I attach a report by planning consultants that reflects my personal views on the development proposals for Dacorum that have been presented for comment.

Further examination, including linkage with neighbouring authorities and infrastructure requirements, is necessary in order to demonstrate that the release of green belt land is proportionally necessary to meet housing need

**GFRA Response to Question 2, full document attached to question 46**

The document provided by the DCLG, "*Planning for the right homes in the right places*" 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

	<p>2 Department for Communities and Local Government (2017)</p> <p>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19749
<b>Full Name</b>	Ben Barth
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>Here are my comments on the proposed local plan are set out on the attached document which I fully endorse (full document on q 46)</p> <p><b>Question 2</b></p> <p><b><i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></b></p> <p><b>YES, but</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</li> <li>• We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19810
<b>Full Name</b>	Jon Esson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	

<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am a member of the Grove Fields Residents Association and support the findings set out in their report as attached</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19818
<b>Full Name</b>	Jon Esson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am a member of the Grove Fields Residents Association and support the findings set out in their report as attached</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, “<i>Planning for the right homes in the right places</i>” 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p>

	<p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19894
<b>Full Name</b>	Chris Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am against this development because of the pressure on the infrastructure of Tring, I am also concerned about that effect it will have on traffic and wildlife in the area as it is greenbelt land. (Response GFRA )</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been</p>



	<p>undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19902
<b>Full Name</b>	Chris Smith
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am against this development because of the pressure on the infrastructure of Tring, I am also concerned about that effect it will have on traffic and wildlife in the area as it is greenbelt land. (Response GFRA )</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, "<i>Planning for the right homes in the right places</i>" 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p>

	<p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19951
<b>Full Name</b>	mrs sue van rhee
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please find attached the document produced on behalf of the Grove Fields Residents Association, which details how strongly we feel about the proposed developments on Green belt land and without the appropriate supporting infrastructure..</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities</p>

	<p>to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO19959
<b>Full Name</b>	mrs sue van rhee
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please find attached the document produced on behalf of the Grove Fields Residents Association, which details how strongly we feel about the proposed developments on Green belt land and without the appropriate supporting infrastructure..</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, "<i>Planning for the right homes in the right places</i>" 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to</p>

	<p>incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20008
<b>Full Name</b>	Kate and Ben Marston
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>As residents of New Mill, Tring, my husband and I would like to register our response to the Grove Fields Residents Association Report (attached).</p> <p>We agree with the recommendation of the association and Tring Town Council that location TR-HR (Dunsley) is the preferred site for new housing, playing fields and employment site.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each</p>

	<p>other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20016
<b>Full Name</b>	Kate and Ben Marston
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>As residents of New Mill, Tring, my husband and I would like to register our response to the Grove Fields Residents Association Report (attached).</p> <p>We agree with the recommendation of the association and Tring Town Council that location TR-HR (Dunsley) is the preferred site for new housing, playing fields and employment site.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p>

	<p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20065
<b>Full Name</b>	Maurice and Christine O'Keefe
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>We are members of the Grove Fields Residents Association and attach below our consultant's response to your planning consultation document.</p> <p>We are all on complete agreement with the findings of this report.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each</p>

	<p>other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20073
<b>Full Name</b>	Maurice and Christine O'Keefe
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>We are members of the Grove Fields Residents Association and attach below our consultant's response to your planning consultation document.</p> <p>We are all on complete agreement with the findings of this report.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, "<i>Planning for the right homes in the right places</i>"<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p>

	<p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20122
<b>Full Name</b>	Sherry and Haydn Bond
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please find attached a copy of the issues report for Tring.</p> <p>We love living and raising our family in a small market town.</p> <p>We believe the expansions planned will make Tring a difficult place to live and thrive.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation</p>



	<p>and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20130
<b>Full Name</b>	Sherry and Haydn Bond
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please find attached a copy of the issues report for Tring.</p> <p>We love living and raising our family in a small market town.</p> <p>We believe the expansions planned will make Tring a difficult place to live and thrive.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>"Planning for the right homes in the right places"</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to</p>

	<p>account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20180
<b>Full Name</b>	Dianne Pilkington
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>To whom it may concern,</p> <p>I am attaching a report commissioned by the Grove Fields Residents Association of which I am a member.</p> <p>I do not believe that the Town of Tring can take a huge increase in population:</p> <p>The schools cannot cope in particular the Secondary school which is already needing to expand to accommodate children already in Tring.</p> <p>The station of Tring serves all surrounding villages and is located outside of the town requiring transport. The local bus service is not sufficient and the car park full by 8 am.</p> <p>In short, as a historic Market Town Tring thrives, but will be irreversibly damaged if over developed. Proper consideration needs to be taken regarding using green</p>

	<p>belt land which has not been taken. There is not the correct infrastructure in place and I don't believe Tring could support it.</p> <p>Thank you</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20188
<b>Full Name</b>	Dianne Pilkington
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>To whom it may concern,</p> <p>I am attaching a report commissioned by the Grove Fields Residents Association of which I am a member.</p> <p>I do not believe that the Town of Tring can take a huge increase in population:</p> <p>The schools cannot cope in particular the Secondary school which is already needing to expand to accommodate children already in Tring.</p> <p>The station of Tring serves all surrounding villages and is located outside of the town requiring transport. The local bus service is not sufficient and the car park full by 8 am.</p> <p>In short, as a historic Market Town Tring thrives, but will be irreversibly damaged if over developed. Proper consideration needs to be taken regarding using green belt land which has not been taken. There is not the correct infrastructure in place and I don't believe Tring could support it.</p> <p>Thank you</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p>

The document provided by the DCLG, *“Planning for the right homes in the right places”*<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20236

Full Name	Mr Peter Brown
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>I have seen the submission to DBC by the Berkhamsted Residents Action Group (BRAG), the contents of which I support.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO20283
Full Name	David Clarke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The attached report was provided to me by the Grove Fields Residents Association. I have reviewed the proposals outlined in the Issues and Options Consultation Local Plan to 2036 Paper, and I believe

that the attached report captures the key concerns extremely well. I fully support the points raised in this report and would ask that you carefully consider them before progressing any further. In summary, I do not believe the proposals have been sufficiently thought through and in particular I believe that the fields referred to as "Grove Fields" is clearly unsuitable for residential development. I also believe that the proportion of houses that can be considered to be responsible allocation within Tring should in total be calculated at a maximum of 800 new homes, including the 500 homes that have already been allocated within the Local Plan and have yet to be fully delivered.

Please accept this email and the attached report as my feedback on the proposed development of Tring.

**Summary Section from GFRA – Executive summary**

It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.

**GFRA full document attached to question 46**

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20291
<b>Full Name</b>	David Clarke
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	The attached report was provided to me by the Grove Fields Residents Association. I have reviewed the proposals outlined in the Issues and Options Consultation Local Plan to 2036 Paper, and I believe that the attached report captures the key concerns extremely well. I fully support the points raised in this report and would ask that you carefully consider them before progressing any further. In summary, I do not believe the proposals have been sufficiently thought through and in particular I believe that the fields referred to as "Grove Fields" is clearly unsuitable for residential development. I also believe that the proportion of houses

that can be considered to be responsible allocation within Tring should in total be calculated at a maximum of 800 new homes, including the 500 homes that have already been allocated within the Local Plan and have yet to be fully delivered.

Please accept this email and the attached report as my feedback on the proposed development of Tring.

**GFRA Response to Question 2, full document attached to question 46**

The document provided by the DCLG, "*Planning for the right homes in the right places*"<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

	<p>2 Department for Communities and Local Government (2017)</p> <p>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20341
<b>Full Name</b>	Deborah Turnbull
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have attached a report from a planning consultant with regards to the over-development of Tring. Tring has specific issues being a small market town.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20349
<b>Full Name</b>	Deborah Turnbull
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have attached a report from a planning consultant with regards to the over-development of Tring. Tring has specific issues being a small market town.</p>



**GFRA Response to Question 2, full document attached to question 46**

The document provided by the DCLG, *“Planning for the right homes in the right places”*<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

**Include files**

Number	Question 2
ID	LPIO20397
Full Name	Jane Collis
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>I would like to express my support of option 1B and endorse BRAG's response to the DBC proposals as per the attached. I am concerned by the key features of other options, as follows:</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO20449
Full Name	Mr David Parker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<p><b>Your response - Please add your response here</b></p>	<p>I am writing in response to the Issues and Options consultation.</p> <p>As a member of the Grove Fields Residents Association (GFRA) and a resident of Grove Road, Tring I attach the response prepared by the planning consultant appointed by the GRFA.</p> <p>It is a very detailed response to the questions set out in the consultation document and I hope will be given very careful consideration by the Council.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<p><b>Include files</b></p>	
<p><b>Number</b></p>	<p>Question 2</p>
<p><b>ID</b></p>	<p>LPIO20457</p>
<p><b>Full Name</b></p>	<p>Mr David Parker</p>
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Agent Name</b></p>	
<p><b>Company / Organisation</b></p>	
<p><b>Position</b></p>	
<p><b>Your Opinion - Please state your opinion here</b></p>	<p>No</p>
<p><b>Your response - Please add your response here</b></p>	<p>I am writing in response to the Issues and Options consultation.</p> <p>As a member of the Grove Fields Residents Association (GFRA) and a resident of Grove Road, Tring I attach the response prepared by the planning consultant appointed by the GRFA.</p> <p>It is a very detailed response to the questions set out in the consultation document and I hope will be given very careful consideration by the Council.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, <i>“Planning for the right homes in the right places”</i> 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum</p>

have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20506
<b>Full Name</b>	DR Brigitta Case
<b>Company / Organisation</b>	
<b>Position</b>	

<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have attended several meetings, talked with Town Councillors and Dacorum Planners to better understand the Options outlined in the Core Strategy Plan for Dacorum.</p> <p>As a Berkhamsted resident who has enjoyed associations with the town for 50 years, I feel a responsibility to speak out and air my views – shared by many with whom I have spoken on this subject.</p> <p>The 46 Questions have been eloquently answered by many and I support the answers given by both the <b>Berkhamsted Citizens’ Association</b> and the <b>Berkhamsted Residents Action Group</b>. It seems to me that there is much repetition of the points made and so I have opted to write in email/letter format to list and outline the main points I feel should be considered.</p> <p>BRAG and Berkhamsted Citizens responses to this question are below - (the full document response are attached to the two Question 46</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul> <p>Berkhamsted Citizens response</p> <p><b><i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></b></p> <p><b>YES, but</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St</li> </ul>

	<p>Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</p> <ul style="list-style-type: none"> <li>We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20553
<b>Full Name</b>	Christine Manning
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I would like to support the views put forward by the Berkhamsted Citizens Association in their response to the Core Strategy</p> <p><b><i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></b></p> <p><b>YES, but</b></p> <ul style="list-style-type: none"> <li>DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum housing target from Gorhambury development should be included in this plan. Developments in Watford, Three Rivers, and Aylesbury Vale also need to be taken into account when looking at the overall picture.</li> <li>We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire, particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in west Dacorum. We should also be aware of the developments in all surrounding local authorities including Watford and Three Rivers.</li> </ul>

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20617
<b>Full Name</b>	Jane Hawkins
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am writing with regards to the proposed development of Tring.</p> <p>I am concerned this development has not been investigated correctly. Please see the attached file (GFRA full response)</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20625
<b>Full Name</b>	Jane Hawkins
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I am writing with regards to the proposed development of Tring.</p> <p>I am concerned this development has not been investigated correctly. Please see the attached file (GFRA full response)</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p>

The document provided by the DCLG, *“Planning for the right homes in the right places”*<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

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*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*



Number	Question 2
ID	LPIO20673
Full Name	Keiron Wybrow
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Please find attached a response document as commissioned by Grove Fields Residents association which I am a member of.</p> <p>As well as this I would like to make my own personal feelings known.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
Include files	
Number	Question 2
ID	LPIO20681
Full Name	Keiron Wybrow
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Please find attached a response document as commissioned by Grove Fields Residents association which I am a member of.</p> <p>As well as this I would like to make my own personal feelings known.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p>

The document provided by the DCLG, *“Planning for the right homes in the right places”*<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

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As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

<b>Include files</b>	
<b>Number</b>	Question 2

<b>ID</b>	LPIO20729
<b>Full Name</b>	Christopher Townsend
<b>Company / Organisation</b>	
<b>Position</b>	Councillor, Tring Town Council
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>As a member of Tring Town Council I agree with all the responses that have been submitted by Tring Town Council - copy below</p> <p>Section 3.6 gives a commitment to the necessary engagement, but this should have been completed prior to the Issues &amp; Options consultation in order to develop more meaningful options and distribution policies, particularly in assessing the capacity of Tring's infrastructure to absorb regional growth.</p> <p>Most notable are:</p> <ul style="list-style-type: none"> <li>• The sheer scale of the development due to take place - Aylesbury Town, itself, will take 16,398 new homes out of the 27,400 new homes required</li> <li>• To the west of Aylesbury there are AGT3: Aylesbury north of A41 1,660 dwellings and a large allocation of employment land; AGT4 Aylesbury south of A41 3,111 dwellings; and 1,000 dwellings at Halton Camp. Plans for approx. 3,000 houses at Hampden Fields have recently been approved</li> <li>• On a smaller scale but closer to Tring, the plans for Aston Clinton have over 600 houses. It is a well-established fact that residents of Aston Clinton look to Tring for their infrastructure. Similarly there are still 200 homes to be built at Pitstone.</li> <li>• Aylesbury Vale District Council's VALP Proposed Submission. This is significant because:</li> <li>• Significant growth is already underway at Leighton Buzzard and north of Dunstable, and there are 2,000 homes in the Draft Central Bedfordshire Plan for land west of Luton (Caddington)</li> </ul> <p>The sheer scale of this development will put an exceptional strain on the infrastructure of the entire region – a region that wraps around the Tring 'peninsular'.</p> <p>The transport implications are of particular concern. The unprecedented expansion of London Luton airport is another factor to take into consideration.</p> <p>Hertfordshire County Council has issued its draft Local Transport Plan. As presented, this marks a sea-change in policy:</p> <p><i>"A move away from a focus on car based investment and capacity enhancement. These are now seen as a last resort because of financial and environmental cost, question marks over their value in the long term, and</i></p>

*because they often perpetuate car dependence, unhealthy lifestyles and unsustainable travel behaviour”.*

An effective implementation of this strategy will require a fundamental shift in behaviour that will only be successful with major investment in alternative means of transport: alternatives that have to be available at both the journey starting point and the destination. With the VALP including promises such as “A dualled Southern Link Road between A413 Wendover Road and A41 Aston Clinton Road and a strategic link road between the Southern Link Road and Marroway” that seems a long way off, notwithstanding the pressures outlined above across the region.

Finally it is worth noting the following paragraph from the VALP:

*“1.11 Comparing the land available for development in each district’s plan area against the forecast need for development shows that the capacity for development in areas south of Aylesbury Vale does not match the need for development. This is primarily because of the constraint of the Green Belt and an Area of Outstanding Natural Beauty (AONB)”.*

This consideration led to the VALP Proposed Submission including 2,250 homes to meet the needs of Wycombe District and 5,750 homes to meet the needs of Chiltern/South Bucks Districts. Whilst it is recognised that these are districts within Buckinghamshire, Tring is as constrained, if not more so, by Green Belt and an Area of Outstanding Natural Beauty (AONB).

It is interesting to note how little Tring has grown relatively in the recent past despite the demand for housing and the lucrative returns available to house builders because of the highly constrained geography of Tring, surrounded as it is by the Chilterns A.O.N.B. and Green Belt. The lack of available land manifests itself through the increasing use of employment land for residential development, threatening the sustainable basis of the town.

There is little evidence within the Issues & Options Consultation that a connection has been made between new housing and job creation.

‘Planning Practice Guidance 22 Housing and economic needs assessments’ states “Plan makers should make an assessment of the likely change in job numbers based on past trends and/or economic forecasts as appropriate and also having regard to the growth of the working age population in the housing market area. Any cross-boundary migration assumptions, particularly where one area decides to assume a lower internal migration figure than the housing market area figures suggest, will need to be agreed with the other relevant local planning authority under the duty to cooperate”.

The defined South West Hertfordshire Functional Economic Market Area (FEMA) of Dacorum, Hertsmere, St Albans, Three Rivers and Watford provides an immediate geographic grouping that has its purposes, but this is too restricted in light of the scale of growth across the region.

	Whilst the South West Herts FEMA may reflect existing travel to work and migration, we have already seen Hertfordshire County Council in its draft Local Transport Plan challenge the assumption that this can be sustained in the future. The scale of population growth similarly questions the validity of an assumption that perpetuates the current situation.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20777
<b>Full Name</b>	Usha Kilich
<b>Company / Organisation</b>	Northchurch Parish Council
<b>Position</b>	Parish Clerk
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>DBC have reflected the issues but co-operation with St Albans was a key issue in the Core Strategy Inspection. DBC have tried to engage with St. Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum.</p> <p>The significant developments in neighbouring parts of Bedfordshire and Buckinghamshire particularly in Aylesbury will impact on the environment and infrastructure in West Dacorum.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20823
<b>Full Name</b>	Mr Iain Manson
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have also tapped into the support of Berkhamsted Residents Action Group and have attached much more detailed comments that have been put together by that group, all of which I support. These comments are rather long, but I feel it is important to repeat them in detail.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p>

	<p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP1020885
<b>Full Name</b>	Mrs. Sue Yeomans
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I welcome the opportunity to contribute to the Dacorum Borough Council's (DBC) consultation on Issues &amp; Options Local Plan to 2036 and request that my comments below are fully taken into account in further deliberations on the Local Plan.</p> <p>Whilst I have given detail on some issues below, I totally support the response made by the Chiltern Countryside Group (CCG), which gives further comment on these key matters. Please refer to the CCG submission for my full response.</p> <p>Chiltern Conservation Group response below</p> <p>1 <b><u>5. STATUTORY REQUIREMENT TO MUTUALLY CO-OPERATE WITH ADJOINING AUTHORITIES</u></b></p> <p>5.i. The CCG understands there is statutory obligation for Local Authorities to mutually co-operate with adjoining Authorities across boundaries for supply of housing.</p> <p>5.ii. Whilst there is mention in the LP about co-operation with St. Albans City &amp; District Council, there is no mention of co-operation with Bucks CC, Aylesbury Vale DC, Chilterns DC or Bedfordshire CC, all adjoining Local Authorities. We understand from officers at the Public Exhibitions that such discussions are yet to be held.</p>

	5.iii. These should be under way with deadlines for conclusions before any firm decisions are made on finalisation of the DBC Local Plan.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20899
<b>Full Name</b>	Mr Jake Storey
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I live in Berkhamsted and have witnessed the size of the small town growing in an unsustainable manner. As a result I joined SYBRA and also now BRAG. I have attached the BRAG response to your proposals</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector’s report requested a partial review containing three elements – “(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum”. Throughout the public sessions the Inspector consistently pointed to St Alban’s land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC’s numbers. DBC have tried to engage with St Albans but that council’s refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most “significant” part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO20954
<b>Full Name</b>	Mr & Mrs J.D Battye
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	

<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>This is our response to the consultation exercise in respect of the issues and options for the Local Plan recently published. We wish that the following views and comments be taken into account in your consideration of public responses.</p> <p>The Berkhamsted Residents' Action Group (BRAG) are responding in full to the Issues and Options consultation. We hereby request that you accept this e-mail asking you to duplicate BRAG's responses under our names so that a complete repetition of BRAG's submission is avoided. We would also like to place on record our endorsement of Berkhamsted Town Council's submission.</p> <p>Q2. We suspect that the Government would support the flexible approach of allowing Dacorum to plan for the corridor between Maylands and the M1 which, bearing in mind the path of the motorway, belongs to St Albans almost by historical accident</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul> <p><b>Berkhamsted Town Council response</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p>DBC have reflected the issues but co-operation with St Albans was a key issue in the Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum's housing target from the Gorhambury development should be included in this plan.</p>



	We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire – particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in West Dacorum.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21031
<b>Full Name</b>	julie owen
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The attached report says what we friends of Grove Fields cannot say in the correct language.</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21039
<b>Full Name</b>	julie owen
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The attached report says what we friends of Grove Fields cannot say in the correct language.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p>

The document provided by the DCLG, *“Planning for the right homes in the right places”*<sup>2</sup> reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21096

Full Name	Sheron Wilkie
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Please find attached report regarding your proposed development in Tring as submission opposing this proposal. (GFRA)</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
Include files	
Number	Question 2
ID	LPIO21104
Full Name	Sheron Wilkie
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Please find attached report regarding your proposed development in Tring as submission opposing this proposal (GFRA)</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, “<i>Planning for the right homes in the right places</i>” 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils</p>

approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils<sup>3</sup>.

Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.

It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to account for its limitations in delivering suitable housing supply.

Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.

As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.

*2 Department for Communities and Local Government (2017)*

*3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)*

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21152
<b>Full Name</b>	St Albans Diocesan Board of Finance
<b>Company / Organisation</b>	St Albans Diocesan Board of Finance
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<ul style="list-style-type: none"> <li>• The importance and suitable management of Cross-Boundary matters is crucial to the progression and completion of a sound plan. The failure of the St Albans City and District Council (SACDC), Strategic Local Plan, was entirely on this matter, and the judgment in response to the legal challenge against the failure of the Duty to Cooperate emphasised the need for discussions between authorities to be meaningful and effective</li> <li>• SADBDF is concerned by the stance that appears to be adopted between the South West Hertfordshire Authorities that each Local Authority will seek to meet their own housing needs in full within their own district area. Whilst this may form a suitable conclusion to effective discussion, it is not apparent whether this stance is entirely informed by a reasonable assumption that each Local Authority will indeed be able to meet their own housing needs within their District area.</li> <li>• Taking St Albans again as an example, SADBDF has significant concerns that SACDC have not formally agreed to adopt the SW Herts Authorities SHMA as their evidence base for Objectively Assessed Need; and of greater concern is whether there will be a meaningful conclusion as to where the apportionment of housing numbers from the East Hemel Hempstead allocation may fail, as there is no sign of agreement between SACDC and DBC on this matter</li> <li>• There are clearly matters of cross-boundary significance in relation to the land East of Hemel Hempstead, particularly relating to transport, education and healthcare infrastructure, that must be addressed. It is also apparent that other locational options (particularly North of Hemel Hempstead) will also have implications for infrastructure capacity at Hemel Hempstead</li> <li>• While there is clearly some focus on cross-boundary matters between DBC and SACDC, there is little evidence of wider discussion on such matters with authorities to the west, such as Chiltern District Council, and Aylesbury Vale. While these areas are outside of the Strategic Housing Market Area, there is a considerable growth requirement in these areas, also constrained by Green Belt, resulting in unmet need from South Bucks being pressed to AVDC. Therefore cross- boundary matters relating to the west side of Dacorum will need to be effectively assessed and managed through the Local Plan process.</li> <li>• A further matter that must be considered is the likely unmet need that will emanate from the London Boroughs; delivery rates are demonstrating a compounding of affordability issues generated by a lack of supply of new homes. With the evident focus of the Government’s consultation on standard methodology for calculating housing need being on areas of least affordability, the unmet need from London is very likely to see a sharp increase that will cause a ripple to the Home</li> </ul>

	<p>Counties. Therefore, an awareness of these cross-boundary matters must be addressed in the Local Plan and in the plans of neighbouring authorities.</p> <ul style="list-style-type: none"> <li>In conclusion, the focus must be on achieving meaningful discussions with SACDC on matters east of Hemel Hempstead; but also, not to overlook cross-boundary matters, particularly with authorities west of Dacorum</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21180
<b>Full Name</b>	Sarah Lightfoot
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>DBC has addressed some of the relevant issues but co-operation with St Albans was a <b>key issue</b> in the Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Albans' land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p>DBC have reflected the issues but co-operation with St Albans was a key issue in the Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Albans' land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards</p>

	DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21234
<b>Full Name</b>	Sarah Lightfoot
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>A recent report by the Chilterns Conservation Board on the Cumulative Impact of Development on the Chilterns AONB has also not been considered and should be taken into account. I strongly support their submission (below)</p> <p>Add reference to cross-boundary cooperation on the Chilterns AONB through the Chilterns Conservation Board</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21289
<b>Full Name</b>	Sarah Lightfoot
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I strongly support the Chiltern Countryside Group's submission regarding the Green Belt and AONB (below)</p> <p>1 <b><u>5. STATUTORY REQUIREMENT TO MUTUALLY CO-OPERATE WITH ADJOINING AUTHORITIES</u></b></p> <p>5.i. The CCG understands there is statutory obligation for Local Authorities to mutually co-operate with adjoining Authorities across boundaries for supply of housing.</p> <p>5.ii. Whilst there is mention in the LP about co-operation with St. Albans City &amp; District Council, there is no mention of co-operation with Bucks CC, Aylesbury Vale DC, Chilterns DC or Bedfordshire CC, all adjoining Local Authorities. We understand from officers at the Public Exhibitions that such discussions are yet to be held.</p>

	5.iii. These should be under way with deadlines for conclusions before any firm decisions are made on finalisation of the DBC Local Plan.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21303
<b>Full Name</b>	Antony Harbidge
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please accept this email as a formal response from both myself and my wife, as separate individuals, to your consultation. My e-mail address is used on the DBC portal for the official BRAG response but this is our personal response to the consultation.</p> <p>Naturally we agree fully with BRAG's response (copy attached) and request you duplicate them individually under our separate names for the purposes of any analysis/reports generated from this consultation.</p> <p><b>BRAG response to Question X (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21349



Full Name	Helen Kington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Please accept this email as a formal response from both myself and my wife, as separate individuals, to your consultation. My e-mail address is used on the DBC portal for the official BRAG response but this is our personal response to the consultation.</p> <p>Naturally we agree fully with BRAG's response (copy attached) and request you duplicate them individually under our separate names for the purposes of any analysis/reports generated from this consultation.</p> <p><b>BRAG response to Question X (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p> <p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
Include files	
Number	Question 2
ID	LPIO21411
Full Name	Mr R Smith and Mr A Lyell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>1.3.1 The importance and suitable management of Cross-Boundary matters is crucial to the progression and completion of a sound plan; the failure of the St Albans City and District Council (SACDC), Strategic Local Plan, was entirely on this matter, and the judgement in response to the legal challenge against the failure of the Duty to Cooperate emphasised the need for discussions between authorities to be meaningful and effective</p> <p>1.3.2 There is concern noted in the stance that appears to be adopted between the South West Hertfordshire Authorities that each Local Authority will seek to meet their own housing needs in full within their own district area. Whilst this may form a suitable conclusion to effective discussion, it is not apparent whether this stance is entirely informed by a reasonable assumption that each Local Authority will be able to meet their own housing needs within their District area</p> <p>1.3.3 Taking St Albans again as an example, The Landowners have significant concerns that SACDC have not formally agreed to adopt the SW Herts Authorities SHMA as their evidence base for Objectively Assessed Need; and of greater concern is whether there will be a meaningful conclusion on where the apportionment of housing numbers from the East Hemel Hempstead allocation may fall, as there is no sign of agreement between SACDC and DBC on this matter</p> <p>1.3.4 There are clear matters of cross boundary significance in relation to the land East of Hemel Hempstead; particularly relating to transport, education and healthcare infrastructure; that must be addressed. It is also apparent that other locational options (particularly North of Hemel Hempstead) will also have implications for infrastructure capacity at Hemel Hempstead</p> <p>1.3.5 While there is clearly some focus on cross-boundary matters between DBC and SACDC; there is little evidence of wider discussion on such matters with authorities to the west, such as Chiltern District Council, and Aylesbury Vale. While these areas are outside of the Strategic Housing Market Area, there is considerable a considerable growth requirement in these areas, also constrained by Green Belt, resulting in un-met need from South Bucks, being pressed to AVDC, therefore cross boundary matters relating to the west side of Dacorum will need to be effectively assessment and managed through the Local Plan process.</p> <p>1.3.6 A further matter, that must be considered is the likely unmet need that will emanate from the London Boroughs; delivery rates are demonstrating a compounding of affordability issues generated by a lack of supply of new homes. With the evident focus of the governments consultation on standard methodology for calculating housing need, being on areas of least affordability, the unmet need from London is very likely to see a sharp increase that will cause a ripple to the home counties. Therefore, an awareness of these</p>

	<p>cross-boundary matters must be addressed in the Local Plan; and the plans of neighbouring authorities.</p> <p>1.3.7 In conclusion, on this point; the focus must be on achieving meaningful discussions with SACDC on matters, east of Hemel Hempstead; but also, to not overlook cross-boundary matters, particularly with authorities west of Dacorum</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21473
<b>Full Name</b>	Luton Airport
<b>Company / Organisation</b>	Luton Airport
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p><b>Question 2 - Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation? Yes</b></p> <p>It is vital that the Council takes a sustainable approach to long term planning and development, to balance job growth with housing provision and achieve economic prosperity across the borough and wider region. To achieve this, LLA recognise your Council's ongoing commitment to co-operate with other bodies and organisations to address cross-boundary planning issues.</p> <p>The delivery of sustainable growth across the borough and wider region to support Luton's growth as an "international gateway", will depend heavily on a well-functioning and fully integrated transport network. This will require a balance of long term operation and maintenance of existing systems and investment in new infrastructure.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21484
<b>Full Name</b>	Hightown Housing Association
<b>Company / Organisation</b>	Hightown Housing Association
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Question 2 Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation? No</b></p>

	<p>The detail of discussions regarding the duty have not been set out clearly in the consultation paper. The issues are imbedded into the rest of the document but the discussions are not. It is therefore not understood where the issues and constraints really lie.</p> <p>It is important that the Council strike the right balance between co-operating with their neighbouring authorities and ensuring that the delivery of development is in the right location to meet identified need. This is likely to include a need to release land from the Green Belt within the Authority rather than seeking alternative locations for provision outside the Borough.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21511
<b>Full Name</b>	Mr Chris Briggs
<b>Company / Organisation</b>	St Albans City & District Council
<b>Position</b>	Spatial Planning Manager
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Q.2 Cross boundary issues - No</p> <p><b>1. <u>Duty to Cooperate (DtC) context</u></b></p> <p>Given the South West Herts Group's (SWHG – Dacorum BC / Watford BC / Three Rivers DC / Hertsmere BC ) approach to DtC at SADC's Strategic Local Plan (SLP) Examination in 2016, it is surprising that DBC's issues and options are being presented without further explanation of the strategic sub-regional planning context.</p> <p>There is only a very limited explanation of proposed DtC geography and arrangements and nothing about DBC's requirements relating to its Core Strategy adoption for consideration of wider than district planning (see paras. 3.6.1 / 4.2.2 and Appendix C).</p> <p><b>2. <u>Requests for other LPAs to meet DBC housing need (Para 3.3.2)</u></b></p> <p>The consultation identifies a key issue as 'the role that effective cooperation with other councils could have in helping meet Dacorum's housing need'. It is acknowledged that this section is referring directly to DBC's adopted Core Strategy. However, it would be more balanced to somewhere to also acknowledge the reciprocal potential role for DBC in helping meet the needs of other LPAs – especially within the 5 LPA HMA. This is particularly important as DBC includes the only parts of the 5 LPA HMA beyond the Metropolitan Green Belt (MGB).</p> <p><b>3. <u>Exporting growth to another council area / accommodating growth exported from other councils to DBC (Appendices B and C)</u></b></p>

	<p>These matters are touched on as rejected options / SA alternatives. This approach is supported.</p> <p>However there is an inconsistency with the references to 'Gorhambury' in SADC's area (including in the Box on page 37 – see 11. below). Cross boundary development in SADC's area appears to still be being considered by DBC as an option for accommodation of DBC generated need.</p> <p>Additionally, it is considered potentially misleading to say that 'none of the other councils.(in the HMA) have indicated that they require Dacorum to accommodate any significant level of unmet need for their areas.' (Appendix B). That is because the other Councils in the 5 LPA HMA are all very early in their Plan-making processes. None of the Councils are yet in a position to understand if they will or will not require other Councils to consider any unmet need; but they might do in future.</p> <p>Further to various discussions, and as a context for these comments, SADC wishes to note that; following discussion regarding a report entitled "Housing Market Areas and Functional Economic Market Areas – Way Forward" at SADC's Planning Policy Committee on 7 November 2017, an amended recommendation was unanimously voted through:</p> <p>"That the Council moves forward with joint work on a Statement of Common Ground with the South West Herts Group with a view to joining the Group. This work must take into appropriate account other important functional linkages such as with Welwyn and Hatfield."</p> <p>We trust that the comments above will be of assistance as you continue with initial work on your Plan and future DtC arrangements.</p> <p>We are pleased to note that recent discussions following the 7 November resolution of PPC referred to above provide a good basis for progress.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21529
<b>Full Name</b>	Mrs Valerie Silverton
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>I have read the proposals and strongly agree BRAG's responses.</p> <p><b>BRAG response to Question 2 (please note full document is attached to Q46)</b></p> <p><b>Question 2</b> <i>Have we reflected all cross-boundary issues, or issues of particular importance to you or your organisation?</i></p>

	<p><b>No</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21576
<b>Full Name</b>	Mr Charlie and Claire Laing
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>My name is Charlie Laing and I am a resident of Tring and a member of the Grove Field Residence Association. I am writing to you on behalf of my wife and I to raise our concerns over some of the options proposed in Dacorum's New Single Local Plan (to 2036).</p> <p>I enclose a copy of a report that a planning consultant submitted to Dacorum on behalf of the Grove Fields Residents Association on Monday 11th December, of which I fully support. After the last town hall meeting, it is clear this report is very closely aligned with the views of Tring Town Council</p> <p><b>Summary Section from GFRA – Executive summary</b></p> <p>It is not considered that significant and pertinent examination of alternative solutions have been undertaken by the Local Authority in consideration of the housing supply including a duty for Local Authorities to mutually cooperate on a housing supply with each other. Whilst there has been reference to cooperation and discussion with St Albans; it is clear that no significant assessment of cooperation with Buckinghamshire County Council, Aylesbury Vale District Council, Chiltern Council, Central Bedfordshire Council or Luton Borough Council have been considered, despite the fact that these Authorities are not subject to the</p>

	<p>expanse and pressure of Green Belt and AONB to the same character level as Dacorum Borough Council.</p> <p><b>GFRA full document attached to question 46</b></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21586
<b>Full Name</b>	Mr Charlie and Claire Laing
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>My name is Charlie Laing and I am a resident of Tring and a member of the Grove Field Residence Association. I am writing to you on behalf of my wife and I to raise our concerns over some of the options proposed in Dacorum's New Single Local Plan (to 2036).</p> <p>I enclose a copy of a report that a planning consultant submitted to Dacorum on behalf of the Grove Fields Residents Association on Monday 11th December, of which I fully support. After the last town hall meeting, it is clear this report is very closely aligned with the views of Tring Town Council.</p> <p><b>GFRA Response to Question 2, full document attached to question 46</b></p> <p>The document provided by the DCLG, "<i>Planning for the right homes in the right places</i>" 2reinforces a requirement of neighbouring authorities to cooperate with each other with regard to issues that cross boundary lines. Dacorum have a statutory obligation to mutually cooperate with surrounding Local Authorities and vice versa with regard to the delivery of housing supply. The report on the examination of the Dacorum Borough Council Site Allocations Local Plan, October 2016 briefly refers to a duty to cooperate, which having read the Councils approach to assessing their Objectively Assessed Housing Need (OAHN) appears simply to have considered a cooperation with St Albans Council. This in itself is not consistent with the findings of the South West Hertfordshire Strategic Housing Market Assessment; namely a requirement to further cooperate with Buckinghamshire, Aylesbury Vale and Bedfordshire Councils3.</p> <p>Dacorum Borough Council has a relatively bespoke position with regard to the limitations that it is presented with, in the form of significant expanses of both Green Belt and AONB land and limited pockets of concentrated settlement and infrastructure development across the Borough.</p> <p>It is not considered that the Council to date has had regard to other Authorities plans nor has it looked to incorporate the capacity of Local Authorities plans to</p>

	<p>account for its limitations in delivering suitable housing supply.</p> <p>Further to this infrastructure discussions have clearly been had with Hertfordshire County Council and the Highways England, however the conclusions that have been raised, especially with regard to the potential infrastructure suitability of settlements within the Dacorum Borough for housing are considered disconcerting by the GFRA. To date it appears that there is a general acceptance that minimal infrastructure growth is necessary to incorporate the projected supply of housing and economic growth projected within the Issues and Options paper. This in itself does not appear to be on the basis of any thorough assessment of infrastructure assessment, nor can it be in advance of a confirmed approach to growth strategy being resolved.</p> <p>As such whilst we acknowledge that the Council to date have identified the need to cooperate with neighbouring authorities and with stakeholders in adjacent boundaries, the actual undertaking of this consultation to date is limited and certainly not to the standard expected to meet a robust assessment of housing supply that would be required by examination and the subsequent adoption of this Local Plan.</p> <p><i>2 Department for Communities and Local Government (2017)</i></p> <p><i>3 Page 5, South West Hertfordshire Strategic Housing Market Assessment (2016)</i></p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21639
<b>Full Name</b>	Jorn Peters
<b>Company / Organisation</b>	Greater London Authority
<b>Position</b>	Senior Strategic Planner
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	We would also encourage cooperation with St Albans Council to resolve cross-boundary matters on growth figures.
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21677
<b>Full Name</b>	Countryside Properties (UK) Ltd
<b>Company / Organisation</b>	C/O Bidwells
<b>Position</b>	
<b>Agent Name</b>	



<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<ul style="list-style-type: none"> <li>• The importance and suitable management of Cross-Boundary matters is crucial to the progression and completion of a sound plan; the failure of the St Albans City and District Council (SACDC), Strategic Local Plan, was entirely on this matter, and the judgement in response to the legal challenge against the failure of the Duty to Cooperate emphasised the need for discussions between authorities to be meaningful and</li> <li>• There is concern noted in the stance that appears to be adopted between the South West Hertfordshire Authorities that each Local Authority will seek to meet their own housing needs in full within their own district area. Whilst this may form a suitable conclusion to effective discussion, it is not apparent whether this stance is entirely informed by a reasonable assumption that each Local Authority will be able to meet their own housing needs within their District area.</li> <li>• Taking St Albans again as an example, CPUK has significant concerns that SACDC have not formally agreed to adopt the SW Herts Authorities SHMA as their evidence base for Objectively Assessed Need; and of greater concern is whether there will be a meaningful conclusion on where the apportionment of housing numbers from the East Hemel Hempstead allocation may fall, as there is no sign of agreement between SACDC and DBC on this matter.</li> <li>• There are clear matters of cross boundary significance in relation to the land East of Hemel Hempstead; particularly relating to transport, education and healthcare infrastructure; that must be addressed. It is also apparent that other locational options (particularly North of Hemel Hempstead) will also have implications for infrastructure capacity at Hemel</li> <li>• While there is clearly some focus on cross-boundary matters between DBC and SACDC; there is little evidence of wider discussion on such matters with authorities to the west, such as Chiltern District Council, and Aylesbury Vale. While these areas are outside of the Strategic Housing Market Area, there is considerable a considerable growth requirement in these areas, also constrained by Green Belt, resulting in un-met need from South Bucks, being pressed to AVDC, therefore cross boundary matters relating to the west side of Dacorum will need to be effectively assessment and managed through the Local Plan process.</li> </ul>

	<ul style="list-style-type: none"> <li>• A further matter, that must be considered is the likely unmet need that will emanate from the London Boroughs; delivery rates are demonstrating a compounding of affordability issues generated by a lack of supply of new homes. With the evident focus of the governments consultation on standard methodology for calculating housing need, being on areas of least affordability, the unmet need from London is very likely to see a sharp increase that will cause a ripple to the home counties. Therefore, an awareness of these cross-boundary matters must be addressed in the Local Plan; and the plans of neighbouring authorities.</li> <li>• In conclusion, on this point; the focus must be on achieving meaningful discussions with SACDC on matters, east of Hemel Hempstead; but also, to not overlook cross-boundary matters, particularly with authorities west of Dacorum.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LP1021708
<b>Full Name</b>	Roger Saller
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues &amp; Options' consultation. To avoid full repetition of the extensive points made in the BRAG response, I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name. Having lived in Berkhamsted since the beginning of this century, I feel that I have a unique perceptive on what made the town attractive and what is now at risk.</p> <p>DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan.</p> <p>BRAG response</p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising</li> </ul>

	<p>from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21749
<b>Full Name</b>	David Lang
<b>Company / Organisation</b>	Hemel Hempstead Constituency Labour Party
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>SADC</b> - We applaud your approach to St Albans District Council over their (and Crown Estate's) East Hemel Hempstead plans and the lack of cooperation, as per the Inspector's report and subsequent High Court ruling. Their approach appears to be municipal NIMBYism and has the potential to be costly to DBC. SADC now appear to be behaving in the same way regarding their cooperation over the SW Herts SHMA, suggesting that SADC should be excluded from the area plan.</p> <p>It is clear that the East Hemel Hempstead development will have a significant impact on our own growth, including the need for major new and improved roads, schools, health provision and infrastructure. It is assumed that the overlap and synergy of these aspects are already under discussion with SADC, HCC and other stakeholders. Residents of East Hemel Hempstead will also suffer a democratic deficiency, as their votes will only count elsewhere.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21817
<b>Full Name</b>	W Lamb Ltd
<b>Company / Organisation</b>	W Lamb Ltd
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<ul style="list-style-type: none"> <li>• Paragraph 3.6.1 of the consultation document briefly sets out how Dacorum will engage with other Councils and partners, to ensure that <i>“strategic issues such as providing land for new homes, jobs and infrastructure are properly co-ordinated”</i>, in order to fulfil the duty to cooperate. We are supportive of this general approach on strategic matters but it is not clear how this approach has / will inform specific aspects of the new Local Plan</li> <li>• For instance, with regards to housing, the consultation document only includes a very limited reference at para. 6.1.17 to the potential need for Dacorum to accommodate unmet housing needs from other nearby areas, including London</li> <li>• The Council states that <i>“none of the other Councils that make up Dacorum’s identified HMA have indicated that they require Dacorum to accommodate any significant level of unmet needs for their areas”</i> (p.127). However, it is not clear to what degree there has been any discussion between the HMA authorities as to whether there is likely to be any unmet need arising under the duty to cooperate. This should be clarified and addressed accordingly prior to the next round of consultation on the emerging Local Plan. This requires a proactive approach to the duty to cooperate on Dacorum’s part, particularly as Dacorum is currently scheduled to submit its Local Plan ahead of the other authorities, as illustrated in Table 1</li> <li>• This is particularly important given the recent failure of St Albans’ previous draft Strategic Local Plan (SLP) at examination. In a letter outlining his preliminary conclusions, the Inspector concluded that <i>“the evidence does not enable me to conclude that prior to the submission of the SLP, St Albans City and District Council gave satisfactory consideration to identifying, addressing and seeking co-operation with regard to strategic cross-boundary matters and priorities”</i>. The Inspector also considered that as the plan <i>“has not been based on effective joint working on strategic matters and priorities”</i>, and because <i>“there is insufficient evidence to demonstrate that the SLP has been positively prepared”</i>, there is the <i>“significant risk”</i> that the plan could be found to be not sound</li> <li>• This emphasizes the need for local planning authorities to work in a positive and proactive manner when planning for strategic cross-boundary issues as part of emerging Local Plans, both to ensure that the legal duty to cooperate is met, and to ensure the plan is positively prepared in order to meets the tests of soundness, as defined within the NPPF</li> <li>• In terms of housing, where there is any unmet need arising from other authorities, the sustainability of sites will clearly be an important factor in determining where any additional sites should be located. The allocation of any additional sites should also be in accordance with the growth</li> </ul>

strategy set out by Dacorum – i.e. directing new development towards Hemel Hempstead in the first instance and increasing development density in areas close to public transport nodes

*Table 1 – Current indicative Local Plan timetables for the South West Hertfordshire authorities*

**Local Authority**

**Issues and Options**

**Preferred Options**

**Pre- Submission**

**Submission**

**Examination**

**Adoption**

**Dacorum**

Nov - Dec 2017

-

Spring 2018

Autumn 2018

Early 2019

Summer 2019

**Hertsmere**

Sep - Nov

2017

First half

of 2018

Late 2018

2019

2019 /

2020

2020

**St. Albans**

TBC following judge's rejection of LPA's legal challenge to Inspector's conclusion that its Strategic Local Plan (submitted Aug 2016) had not met the duty to cooperate

**Three**

**Rivers**

July – Sep

	<p>2017 June 2018 December 2018 May 2019 Autumn 2019 Early 2020</p> <p><b>Watford</b></p> <p>On 17 October 2017 Council resolved not to progress the Local Plan Part 2 to submission but to instead focus on preparing a new plan for the period to 2036. The LDS is currently being updated.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21855
<b>Full Name</b>	Pennard Holdings
<b>Company / Organisation</b>	PENNARD HOLDINGS
<b>Position</b>	
<b>Agent Name</b>	Peter Atkin
<b>Company / Organisation</b>	Pegasus Group
<b>Position</b>	Principal Planner
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b><u>Duty to Cooperate</u></b></p> <ul style="list-style-type: none"> <li>• Following the revocation of Regional Spatial Strategies in 2010, the Localism Act 2011 introduced a legal requirement on LPAs, County Councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters, including to establish the potential for unmet housing needs to be met by neighbouring Local Authorities</li> <li>• The following provides a brief review of the potential for DBC's neighbours to accommodate any unmet housing needs arising from the new Local Plan</li> <li>• Central Bedfordshire Council is located north of DBC and is currently preparing its Draft Local Plan 2015-2035, with pre-submission consultation scheduled for early 2018. The previous draft Local Plan consulted on in July - August 2017 indicated that the borough would have to accommodate a proportion of neighbouring Luton Borough's housing need, given the size constraints of Luton Borough</li> <li>• Central Bedfordshire's draft Plan identifies an objectively assessed need for housing of 32,000</li> </ul>

dwellings between 2015-2035, equivalent to an average of 1,684 dpa

- The authority was previously divided into two, covering the north and south of Central Bedfordshire respectively. The current adopted Core Strategy (2009) for the north area of Central Bedfordshire seeks delivery of 17,950 dwellings over the period 2001-2026, averaging 718 dpa. The adopted South Bedfordshire Local Plan Review (2004) seeks delivery of 8,800 dwellings over the period 1991-2011, averaging 440 dpa. Taken together, this results in a cumulative yearly average of 1,158 dpa across Central Bedfordshire, which is below the objectively assessed need identified in the latest SHMA (2016). The borough is similarly constrained by Green Belt, comprising approximately 40%<sup>3</sup>, and is seeking to accommodate unmet housing need from Luton Borough of up to 7,400 dwellings across the same period, as they share the same housing market area

*3 LUC: Central Bedfordshire and Luton Green Belt Study (November 2016)*

Accordingly, it is considered unrealistic for DBC to rely on Central Bedfordshire to assist in providing for any of their unmet development needs

- St Albans City & District Council is located to the east of DBC and the adopted District Plan Local Review (1994) sets out housing targets across the period of 1981 to 2001 which are now significantly outdated. The Council's SHMA 2013 and SHMA Update 2015 indicated the housing need ranges from 5,483 - 11,724 dwellings between 2011 and 2031, dependent on the methodology used (274 – 586 dpa). Moreover, the Government's proposed standardised methodology for calculating housing need further increases St Albans housing requirements to 913 dpa.
- St Albans District is similarly significantly constrained by Green Belt (81% coverage) and given the scale of their own housing challenge, it is not considered realistic for DBC to rely on St Albans to accommodate any of DBC's unmet housing need
- Three Rivers District Council lies to the south of DBC and is also in the process of preparing a new Local Plan
- The housing needs of the district were published in the Three Rivers SHMA (February 2016) whereby the objectively assessed housing need was identified as 756 dpa for the period 2013-2036 (total 17,388 net additional homes). This compares to an adopted Core Strategy (2011) target of just 180 dpa and therefore represents a significant challenge for the district. It is anticipated that Three Rivers will face similar issues to DBC regarding availability of land to meet its identified needs due to an even higher proportion of Green Belt coverage than Dacorum (77%)<sup>4</sup>. Accordingly, it is considered unrealistic for DBC to rely on Three

Rivers to help meet any unmet development needs as Three Rivers is similarly highly constrained by Green Belt

- Chiltern District Council is located south-west of DBC and its adopted Core Strategy (2011) sets out that between 2,650 and 2,900 net dwellings will be delivered between 2006 and 2026 (averaging 133 – 145 dpa).
- The emerging Chiltern and South Bucks Local Plan is currently being prepared with pre-submission consultation expected in June 2018. The Buckinghamshire Housing and Economic Development Needs Assessment Update (December 2016) sets out that the objectively assessed need for Chiltern district over 2013-2033 is 6,615 dwellings, averaging 331 dpa; significantly higher than the adopted target. The Buckinghamshire districts have agreed that Aylesbury Vale District Council will accommodate unmet housing need from other districts, including from Chiltern, and as such it is not considered realistic for Chiltern to accommodate any unmet need from DBC as Chiltern is itself relying on its neighbours to satisfy its own unmet housing needs.

*4 Three Rivers: Development Management Policies  
Local Development Document (Adopted July 2013)*

- Aylesbury Vale District Council is located west of DBC and is seeking to accommodate their objectively assessed housing need across the period 2013- 2033 (19,400 dwellings), in addition to unmet housing need from its neighbouring authorities within the Buckinghamshire Housing Market Area (including 2,250 from Wycombe District and 5,750 from Chiltern/South Bucks districts. Accordingly, it is considered unrealistic for DBC to request assistance from Aylesbury Vale District to help meet their unmet development needs
- In summary, the above demonstrates that DBC cannot rely on its neighbouring authorities under the Duty to Cooperate to accommodate its unmet objectively assessed housing needs

**Conclusions – Implications for the New Local Plan**

- The new Local Plan should identify (allocate) a supply of specific developable sites (or broad locations for growth) to accommodate the borough's housing needs as proposed under 'Option 3' (i.e. 25,300 net additional homes in the period 2013-2036) in line with the Government's proposed standardised methodology for calculating housing need and anticipated changes to national planning policy;
- In the event that the Government's proposed standardised methodology should not come into effect as anticipated, the new Local Plan should as a 'fall- back' position, identify (allocate) a supply of specific developable sites (or broad locations for growth) to accommodate the borough's objectively assessed housing needs as proposed under 'Option 2' (i.e. 17,338 net additional homes



	<p>in the period 2013-2036) as far as consistent with the NPPF</p> <ul style="list-style-type: none"> <li>• Insufficient non-Green Belt sites exist to meet housing needs in full and therefore it is appropriate to identify additional deliverable and sustainable Green Belt sites to contribute towards identified housing need;</li> <li>• DBC is unable to demonstrate a 5-year housing land supply as required by the NPPF and accordingly, the new Local Plan should identify an additional supply of land from suitable and sustainable Green Belt sites to come forward in the early part of the plan period, in order to deliver the Council's sustainable development objectives; and</li> <li>• It is not appropriate for DBC to rely on the Duty to Cooperate as neighbouring Local Authorities are either similarly highly constrained by Green Belt, are already making provisions to accommodate unmet needs of other authorities or are unable to meet their own needs.</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21869
<b>Full Name</b>	Louis Quail
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Please see attached letter from the Berkhamstead residents Action group which I support whole heartedly , its quite sad that we are considering building on greenbelt land which belongs to our children and theirs because of political pressure, and while we still have not explored many other options. For example why is there a lights off building culture in London where it is considered ok to build houses that are then left empty. The point being the augment for building on greenbelt land should only be one of last resort , there are plenty of other options left before launching off this one way route .</p> <p>Berkhamsted Residents Action Group response:</p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward</li> </ul>

	expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorhambury development should be included in this plan
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO21913
<b>Full Name</b>	Thomas and Margaret Ritchie
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes
<b>Your response - Please add your response here</b>	<p>I have not completed the full consultation document but my wife and my views are completely in line with the comprehensive return made by Berkhamsted Town Council.</p> <p>Berkhamsted Town Council's response:</p> <p>Yes, but DBC have reflected the issues but co-operation with St Albans was a key issue in the Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum's housing target from the Gorhambury development should be included in this plan.</p> <p>We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire – particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in West Dacorum.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO22017
<b>Full Name</b>	Gallagher Estates
<b>Company / Organisation</b>	Gallagher Estates
<b>Position</b>	
<b>Agent Name</b>	Mrs Hanna Staton
<b>Company / Organisation</b>	Pegasus Group
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	Yes

<b>Your response - Please add your response here</b>	The main issue of importance is meeting housing needs across the HMA. The supporting Duty to Co-operate Paper (Appendix B) has considered the emerging dwelling requirements from both the SHMA and the Standard Methodology that the Government recently consulted upon. It has been identified that none of the authorities have identified sufficient land capacity to fulfil either their SHMA or the basic emerging Government Standard Methodology figure (for future plan making). This is largely due to the Green Belt policy constraint. Given this position, it will be for all authorities to review their Green Belt, as Dacorum Borough has done, and identify sites that perform less well against the five Green Belt purposes for potential development. It is therefore unlikely that there are any opportunities for cross boundary sharing in light of the lack of capacity across the wider HMA
<b>Include files</b>	<a href="#">Appendix B - Stuart Wells Gallagher Estates -office BIR.4712_IssuesandOptionsReps_FINAL_131217 APPENDIX B.pdf</a>
<b>Number</b>	Question 2
<b>ID</b>	LPIO22068
<b>Full Name</b>	Kings Langely & District Residents Association
<b>Company / Organisation</b>	Kings Langley and District Residents association
<b>Position</b>	
<b>Agent Name</b>	Jane Terry
<b>Company / Organisation</b>	Vail Williams
<b>Position</b>	Partner
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>The Borough's commitment to cooperative working with its neighbouring authorities and other key organisations to ensure the planning of housing, employment and infrastructure is coordinated properly (3.6.1) is applauded. However, we do not think that this has gone far enough in relation to the contribution that neighbouring authorities can make to fulfilling the housing needs of Dacorum, in particular where urban areas just over the boundary relate more strongly to settlements within Dacorum than within either St Albans or Three Rivers.</p> <p>The Council has a legal Duty to cooperate with neighbouring planning authorities set out in section 33A of the Planning and Compulsory Purchase Act 2004 when producing its strategic local plan. That duty was introduced by the Localism Act 2011 following the abolition of regional spatial strategies and the return of spatial planning powers to local planning authorities: see Samuel Smith Old Brewery (Tadcaster) v Selby District Council [2015] EWCA Civ 1107; [2016] PTSR 146. It is incumbent on the Council to meet and fulfil that duty.</p> <p>Of critical importance is cross boundary agreement in relation to the future of the employment land within Three Rivers. Retention of good quality local job opportunities is clearly advantageous. But, consideration also needs</p>

to be carefully considered alongside this for the release of parts of this area for housing. Such redevelopment would relate well to Kings Langley, have good connections with public transport and make most efficient and effective use of previously developed land. Similarly, new homes and employment land at Gorhambury Estate, East Hemel within St Albans District relate to Hemel Hempstead and should contribute towards Dacorum housing and employment needs.

QUESTION 2 - Summary Representation and Response Sought:

In the context of significant constraints within Dacorum and the strong linkage these areas have with Kings Langley being situated on the boundary between Dacorum / Three Rivers, and between Dacorum and St Albans, a request should be made to Three Rivers District and St Albans Councils through the Duty to Cooperate, for any resulting development whether it be employment or residential redevelopment, to contribute towards the overall housing and employment needs of Dacorum Borough. The case of R (Appn St Albans City & District Council) and SSCLG [2017] EWHC 1751 (Admin) serves as a reminder that the Duty to Cooperate requires continual and effective dialogue with neighbouring authorities throughout plan preparation over cross boundary matters. Such matters should be formalised through a Written Statement of Common Ground between the authorities.

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO22118
<b>Full Name</b>	Mrs Hayley Gillard
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO22162
<b>Full Name</b>	Mr Peter Gillard
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO22206
<b>Full Name</b>	Miss Sophie Gillard
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO22483
<b>Full Name</b>	Mr & Mrs Lisa-Lotte & Henrik Hansen
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Please find below our response to the new Local Plan consultation. I fully support Brag's response on this matter (see below)</b></p> <ul style="list-style-type: none"> <li>• DBC have reflected the issues but co-operation with St Albans was key issue in Core Strategy Inspection. The Inspector's report requested a partial review containing three elements – "(a) household projections; (b) the role and function of Green Belt... and <b>more significantly</b>, (c) the role that effective co-operation with local authorities could play in meeting any housing needs arising from Dacorum". Throughout the public sessions the Inspector consistently pointed to St Alban's land east of Hemel as appropriate land for outward expansion of Hemel with a large portion of the dwellings justly counting towards DBC's numbers. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. As the Inspector stated this should have been the most "significant" part of the partial review. Contribution towards Dacorum Housing target from Gorchamby development should be included in this plan</li> </ul>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO22533

Full Name	Mrs C Longbottom
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><b>I support all answers and comments to the Issues &amp; Options Consultation document noted on the Berkhamsted Town Council website</b></p> <p><b>Yes, but</b></p> <p>DBC have reflected the issues but co-operation with St Albans was a key issue in the Core Strategy Inspection. DBC have tried to engage with St Albans but that council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum's housing target from the Gorhambury development should be included in this plan.</p> <p>We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire – particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in West Dacorum.</p>
Include files	
Number	Question 2
ID	LPIO22603
Full Name	Mr & Mrs Mehew
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>We write as residents of [REDACTED]</p> <p>[REDACTED]</p> <p>in response to your consultation on the Local Plan to 2036. We have also seen and agreed with the response to be submitted by the Meadway Residents Action Group (MRAG) (<b>see comments LPIO18384, 18385</b>) and the draft response prepared by Berkhamsted Town Council.</p> <p><b>Berkhamsted Town Council Response:</b></p> <p>DBC have reflected the issues but co-operation with St Albans was a key issue in the Core Strategy Inspection. DBC have tried to engage with St Albans but that</p>

	<p>council's refusal to co-operate cannot be allowed to impact detrimentally on Dacorum. Contribution towards Dacorum's housing target from the Gorhambury development should be included in this plan.</p> <p>We also question the lack of consideration given to the significant housing developments in neighbouring parts of Bedfordshire and Buckinghamshire – particularly the substantial housing expansion of Aylesbury which will impact on the environment and infrastructure in West Dacorum.</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO22664
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Minerals</b></p> <p>The reference to the Minerals Local Plan for Hertfordshire in paragraph 3.6.2 and in 4.3.2 is welcomed</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO22669
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p><b>Waste</b></p> <p>The reference to the Waste Local Plan for Hertfordshire in paragraph 3.6.2 and in 4.3.2 is welcomed, as is the inclusion of reducing waste as an objective of the emerging Single Local Plan</p>
<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO22673
<b>Full Name</b>	Lewis Claridge
<b>Company / Organisation</b>	NHBE

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><b>Question 2 – Have we reflected all cross boundary issues, or issues of particular importance to you or your organisation?</b></p> <p>Reference to discussions with HCC as a key partner is welcomed and the undertaking of an initial Duty to Co-operate scoping consultation on potential cross-boundary matters is supported.</p> <p>Green Infrastructure - Planning practice guidance for GI was significantly updated in 2016, it promotes a strategic approach to GI and states that <i>'This strategic approach to green infrastructure may cross administrative boundaries. Therefore neighbouring authorities, working collaboratively with other stakeholders including Local Nature Partnerships (LNPs) and Local Enterprise Partnerships (LEPs), may wish to consider how wider strategies for their areas can help address cross-boundary issues and help meet the Duty to Cooperate.'</i></p> <p>Herts Planning Group have setup a GI task group that is currently reviewing the delivery of the Herts GI Strategies and seeking to identify potential projects for improving its delivery in the future.</p> <p>In respect of the Issues and Options Consultation document:</p> <p><b>3.6.1 The environment should also be included</b> as a cross boundary issue given the presence of development in Buckinghamshire and the increasing impact the SAC and other environmental resources as a result.</p> <p><b>3.6.2 Given the national importance of the designation, this should also specifically state the Chilterns Conservation Board / AONB.</b></p> <p>Furthermore, there is a serious concern regarding the <b>Suitability</b> consideration included within the <b>Dacorum Borough Council 2017 Call for Sites – Submission Form</b>. This was used to highlight and inform key issues relating to potential development sites.</p> <p>This highlights <b>Environmental Constraints</b> as Flood risk, Drainage, Contamination and Hazardous Waste. <b>Heritage Constraints</b> include Tree Preservation Order although this is invariably not a heritage matter but an amenity one. <b>Physical Constraints</b> include Access, Trees and Slopes / Topography. These are all reasonable. However there are no options listed for <b>Other Constraints</b>.</p> <p>It is considered that <b>Landscape</b> - particularly given the AONB designations within the borough – should have been a clear potential constraint which should have been highlighted in this form and as an issue at the outset, although clearly this will have to be considered at some stage.</p>



However, **Biodiversity / Ecology** is also a fundamental omission in respect of any consideration for site suitability. This is particularly concerning given the European Site within the Borough, Nationally important sites, Locally important sites, other features and ecosystem service issues of profound importance to the AONB and the Borough's wider environment.

That biodiversity - one of the most profound drivers - and indeed test - of **Sustainable Development** - has not been properly considered at this early formal stage is of a **serious concern to the soundness of the approach to identify sites**, or the **weight that the Planning Authority gives this issue**. It may explain why nearly all of the sites proposed included a statement that ecology is *to be confirmed*, suggesting this issue is of limited significance. This should have been a basic 'checklist' issue to highlight – at the earliest stage – any potential issues and how they may be considered.

Given the weight attached to other issues when considering sites, **the approach thus far to the natural environment** which has been formally omitted from this part of the process is **unsustainable**. The **environment** is **one of the three core principles** which underpins and defines **Sustainable Development**.

Consequently, **the value of all ecological assets – and their management – must now be adequately assessed at the earliest possible stages when considering the potential of every site for development**. This must include **direct and indirect impacts of development** within the **site, locally and at distance** where appropriate or necessary. The approach thus far is unacceptable and does not enable an adequate assessment of any site to be made.

Where compensation or enhancement is necessary or suggested, **details** will be required to demonstrate **what is required** and **how it will be managed** to ensure ecological resources and functionality can actually be maintained, enhanced and delivered within Dacorum, a key aim of NPPF.

<b>Include files</b>	
<b>Number</b>	Question 2
<b>ID</b>	LPIO22751
<b>Full Name</b>	Mr Patricia Wheway
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Agent Name</b>	
<b>Company / Organisation</b>	
<b>Position</b>	
<b>Your Opinion - Please state your opinion here</b>	No
<b>Your response - Please add your response here</b>	<p>Consideration does not appear to have been given to:</p> <ul style="list-style-type: none"> <li>Under utilised employment land in the Three Rivers part of Kings Langley. DBC need to explore this option under the duty to cooperate.</li> </ul>

	<ul style="list-style-type: none"> <li>• Rapid growth of homes in neighbouring Abbots Langley in recent years, particularly Ovaltine, Leavesden and Nash Mills.</li> <li>• Possible limitations of the main sewage system serving the Borough</li> <li>• Peak time congestion on approach to M25 from Three Rivers area in addition to Dacorum.</li> <li>• Not enough research and work done to secure suitable brownfield sites across the borough (such as Lucas Aerospace near M1) Also A.T Olivers which is a huge site in Home Park just over into Three Rivers is still a part of Kings Langley.</li> </ul>
<b>Include files</b>	