

Appendix 6
Question 12 to
Question 15

Report Settings Summary

Event	Local Plan Issues & Options November 2017
Total Responses	22,707
Total Respondents	2,376
Filtered Responses	463
Filtered Respondents	444
Questions	<p>Question 12</p> <p>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</p> <p>Yes / No</p> <p><i>If no, please explain what changes you would like to see and why. Where possible support your answer with reference to any evidence.</i></p>
Filter	<i>(none)</i>
Consultation Point(s)	ID-4764249-QUESTION-12
Pivot	<i>(none)</i>
Document Name	Question 12 - Summary Report
Created on	2019-04-17 07:55:05
Created by	Strategic Planning Admin

Your Opinion

Question responses: **463 (100.00%)**

Question 12

Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?

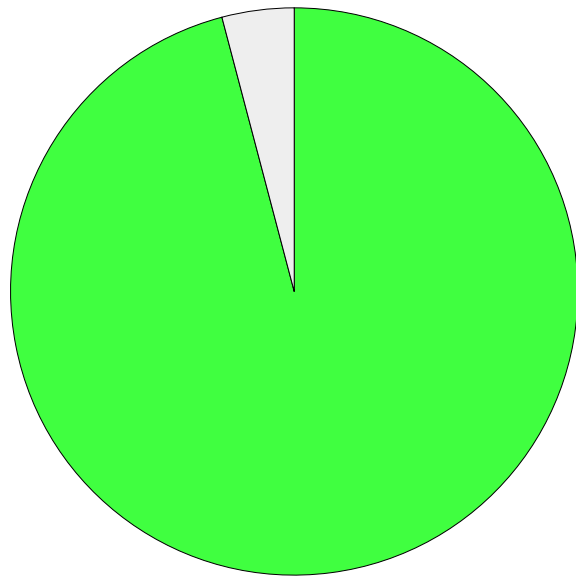
Yes / No



	% Total	% Answer	Count
Yes	5.18%	5.18%	24
No	94.82%	94.82%	439
Total	100.00%	100.00%	463

Responses

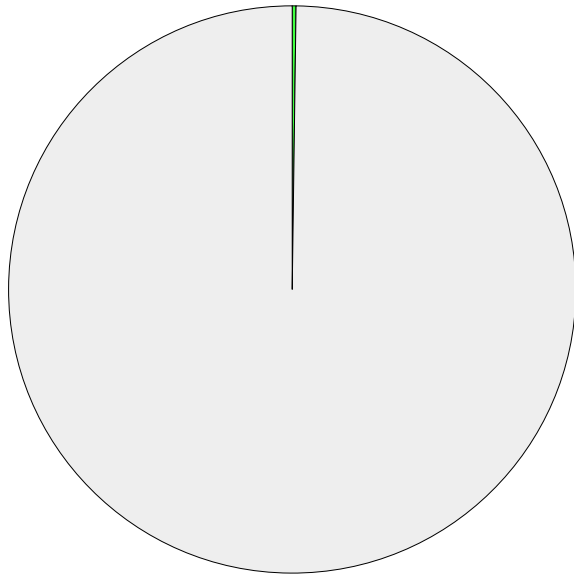
Question responses: **444 (95.90%)**



	% Total	% Answer	Count
Responses	95.90%	100.00%	444
No Response	4.10%	--	19
Total	100.00%	100.00%	463

Supporting evidence

Question responses: 1 (0.22%)



	% Total	% Answer	Count
■ Responses with File(s) Uploaded	0.22%	100.00%	1
■ Responses with No Uploads	99.78%	--	462
Total	100.00%	100.00%	463

Issues and Options All Responses to Question 12

Number	Question 12
ID	LPIO37
Full Name	Mr David Munnery
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I do not feel that this approach adequately reflects the reality of road usage and congestion and the worsening which will result particularly from large scale development and population increase. A number of main and side roads are already congested during the rush hour in Hemel Hempstead.
Include files	
Number	Question 12
ID	LPIO51
Full Name	Mr Derin Mellor
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I'm concerned that air pollution has not been taken in to consideration. Certainly Apsley has been highlighted as a pollution due to the narrowing of the valley. Adding more houses around Aspley will increase the traffic levels with the resultant increase in pollution (as it will in all the other local areas). What are to proposing to mitigate these concerns?
Include files	
Number	Question 12
ID	LPIO62
Full Name	Mr David Hicks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	

Include files	
Number	Question 12
ID	LPIO81
Full Name	Mr John Lilley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>New developments need to provide more parking. Eg: the Dickinson estate, parking now overflows onto Red Lion Lane. Allocating one space per flat, just does not work. Developers need to be forced to build more multi-story parking and loss a bit more of their land area to parking.</p> <p>The HS2 project needs to be stopped now. It's just an EU vanity project anyway. What people need is better access along the rail network we already have. Double-decker trains and a third rail track into Euston should do the job. And accelerate the work to reinstate the Met Line to Watford Junction.</p>
Include files	
Number	Question 12
ID	LPIO124
Full Name	Mrs Lynne Head
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The local road network is inadequate. Any incident on the bypass has a huge impact on traffic on the A4251 and surrounding minor roads. Parking around new developments is often under-estimated based upon the incorrect assumption that at least a third of residents will use public transport or walk/cycle. There needs to be adequate parking at railway stations (and it needs to be cheaper!). There needs to be adequate parking at residential properties and commercial premises. The County Council offices in Apsley has woefully inadequate parking and often results in absolutely crazy parking, sometimes on double yellow lines.</p>
Include files	
Number	Question 12
ID	LPIO166

Full Name	Mr John 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>Most houses/flats have at least two cars so each development must have sufficient parking to prevent overspill on the adjacent roads. No road improvements have been made to date for the additional traffic generated by recent developments at Nash Mills and the Ovaltine factory.</p> <p>I cannot accept the results of your traffic modelling or the model allows for very much more congestion than is acceptable. The road usage around Kings Langley already exceeds the capacity of the network for long periods morning and evening and the M25/A41 roundabout has excessive tailbacks in each direction. The existing roads are constrained by buildings with very limited space for increased capacity. A comprehensive road improvement plan will be required, much more than a few speed restrictions and traffic lights to accommodate the additional traffic.</p> <p>The trains are overcrowded and the buses delayed by traffic congestion.</p>
Include files	
Number	Question 12
ID	LPIO197
Full Name	Mr Andrew Levy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Transport links at the south of Dacorum are already overloaded at peak hours. Recent increases in the population of Abbots Langley (up to 20% in the past 5 years) have created additional pressures on the transport links at M25 Junction 19 & 20, and on the rail link to Euston. We came to live in Kings Langley, partly because of the ease of train travel into London. That reason has now disappeared. There is standing room only at peak hours from Kings Langley to Euston, due to the large numbers of passengers boarding at Apsley. Further development will make train travel even less attractive.</p> <p>Likewise Kings Langley High Street. In the morning, tailbacks lasting up to 2 hours can be seen from M25 Jn</p>

	20 extending as far as Shendish on A41, and into Kings Langley High Street on A4251. These are caused by slowing of M25 southbound as more traffic enters at Jn 19. We have largely stopped using the High Street as it has become impassable. I have seen no proposals yet as to how this massive infrastructural problem will be addressed in Dacorum's plans to build on Kings Langley greenbelt sites.
Include files	
Number	Question 12
ID	LPIO201
Full Name	Mr Andrew Levy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Transport links at the south of Dacorum are already overloaded at peak hours.</p> <p>Recent increases in the population of Abbots Langley (up to 20% in the past 5 years) have created additional pressures on the transport links at M25 Junction 19 & 20, and on the rail link to Euston. We chose to live in Kings Langley, partly because of the ease of train travel into Euston. That reason has already disappeared. In peak hours trains are already too overcrowded to use the train. Significantly more housing in the village will make train travel impossible as large numbers now board at Apsley.</p> <p>In the morning, tailbacks lasting up to 2 hours can be seen from M25 Jn 20 extending as far as Shendish on A41, and into Kings Langley High Street on A4251. These are caused by slowing of M25 southbound as more traffic enters at Jn 19. There is already a bypass but cars use Kings Langley as a through route. We now avoid Kings Langley High Street as it has become impassable. It could not be widened to accommodate more traffic created by development. I have seen no proposals whatsoever to deal with this massive infrastructural problem. If DBC are considering building on Kings Langley's green belt sites, is it unreasonable to ask for some level of detail on how the road system and the rail system would be adapted to cope? Is it unreasonable to ask what impact there would be on local pollution levels?</p>
Include files	
Number	Question 12
ID	LPIO213
Full Name	Mr Martin Cotton

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	You mention the railway line to Euston, but you have no control over it. Neither do you over local bus provision. Mentioning these things is all very well, but they will go their own sweet way, as well you know.
Include files	
Number	Question 12
ID	LPIO274
Full Name	Mrs Niki Pinchin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Absolutely not!</p> <p>Local infrastructure is at breaking point - the J20 roundabout a bottleneck at peak times, creating mile-long tailbacks up the A41 (from Hemel), queues out of the village and queues into Watford. In addition, you can rarely drive from one end of the village to the other due to the on-street parking and lack of parking provision for shoppers/employees/employers etc.</p> <p>Bus and train provision are clearly out of your hands.</p> <p>The frequent and continuous programme of roadworks or road closures across the area by (largely) utility companies has created its own chaos too - often mismanaged, and resulting in multiple closures to roads and huge disruption to traffic. Secondly we have three large schools in this village, often forgotten about when discussing traffic issues but it is chaos at drop-off and pick-up times - with frequent and significant traffic queues along Langley Hill, Vicarage Road and Coniston Road.</p> <p>All the computer modelling in the world, cannot accommodate or predict these unplanned utility or road works, incidents or accidents, school runs, or the impact that nearby developments will have on our village. When an issue arises, many take to the back roads, through the villages, residential streets with sat navs often taking inappropriate articulated vehicles through country lanes too. The modelling does not and cannot possibly pick this up - yet this is every day life.</p> <p>Historic planning applications have been approved by DBC without appropriate provision made for parking - this is obvious with the Red Lion Lane issues of cars parking all along the pavements and the new</p>

	development under construction at the bottom of Langley Hill, right in the centre of the village. Such lack of common sense, and focus on the development targets rather than the practicalities of parking and infrastructure impact makes me suspect, the modelling is commonly used and rarely has been challenged. When I asked a senior member of the planning team at DBC's recent consultations about this, I was told clearly and categorically that real-data is not always required. I would ask therefore, that in this instance, it is needed - as it will speak for itself.
Include files	
Number	Question 12
ID	LPIO292
Full Name	Ms Jane Mitchell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Roads and rail services are close to breaking point. More housing in areas where the car is the most practical method of travelling due to poor bus services and the high cost of train travel and station parking, will simply result in congestion, pollution and damage to roads which in turn will need repairing and thus cause more disruption.
Include files	
Number	Question 12
ID	LPIO327
Full Name	Mr David Stanier
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	However it is not sufficiently stressed that currently the roads have regular bottle-necks and the bus services are reducing.
Include files	
Number	Question 12
ID	LPIO370
Full Name	Mr Michael Bouvier
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 regularly travel to work via Watford, the journey regularly takes an hour.</p> <p>I challenge the authors of the plan to drive the five miles from Kings Langley to Watford on a weekday morning before 8am in less than 45 minutes. Buses and ambulances are inevitably caught in the traffic.</p> <p>Introducing a significant number of new properties will make the traffic problems even worse, significantly affecting the environment with increased pollution from standing traffic.</p> <p>The local road infrastructure cannot handle the increased traffic without turning Kings Langley into a slow moving car park for 2 hours every morning.</p>
Include files	
Number	Question 12
ID	LPIO391
Full Name	Ms Penny Gore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Dacorum is not able to influence the decision-making of outside transport agencies, notably rail and bus companies. You mention 'the poor quality of some of our railway stations' - an issue that many of us in Hemel Hempstead are very well aware of. However, you cannot (unfortunately) act to improve matters, although arguably there are some more local measures that could be taken (eg re-think the ridiculous roundabout at Hemel Hempstead station which causes chaos during peak times when traffic flow brings everything to a grinding halt).</p> <p>Rail provision is strained, to put it kindly. As a fairly frequent rail user, I experience constant delays, cancellations, and the steady drip-drip of minor, but cumulative, problems. There are <i>two</i> fare rises a year, one of peak and one of off-peak fares - as well as car-parking prices. This is, of course, assuming you can find a space in the car-park; London Midland has consistently failed to add another storey to its wholly inadequate Hemel Hempstead station car-park, although it has done so at Berkhamsted. Why is this not something Dacorum can raise as a matter of urgency with London Midland, for instance, especially since on-street car-parking has now been further restricted?</p> <p>Transport modelling may offer predictions of future traffic flow but those of us who already live in areas subject to</p>

	peak-time jams might feel somewhat sceptical about their forecasts.
Include files	
Number	Question 12
ID	LPIO438
Full Name	Ms Julia Marshall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Whilst you have listed the key issues, the local plan does not/cannot address them adequately.</p> <p>The main routes M25 and M1 are managed by Highways England, the main A roads by HCC and the bus and train routes by private companies, therefore the ability to manage the impact of 11k new houses on transport links is beyond the remit of Dacorum BC.</p> <p>In addition, where DBC may have the opportunity to ensure cycle paths and pedestrian access within developments and links where development is on the edge of Hemel Hempstead. There is no safe pedestrian/cycle routes between Bovingdon and Hemel Hempstead, Chesham, Berkhamsted or Kings Langley and the additional houses proposed would not change that. The car will remain the only feasible means of transport for 99% of residents, therefore, car journeys and congestion will increase.</p>
Include files	
Number	Question 12
ID	LPIO542
Full Name	Mrs Sarah West
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO567
Full Name	Mrs Caroline Williams
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The above is an idealists pipe dream. Some reality dust needs sprinkling here. You won't get people out of their cars, thats a fact. The time it will take to impact and improve the infrastructre will no doubt be much slower than the new housing and population growth. Its already very evident of the ridiculous parking quotas you consider adequate, that so negatively impact our village and the local people. Peak times are peak because that's the time people need to travel to get to work. For clarity I've been travelling to Reading for 17 years, I can confirm to you that that journey now takes at least 30 minutes longer than it did in 2000. The analogy of the glass, stones, sand and water comes to mind. Except they are all in the glass already. Its full here.
Include files	
Number	Question 12
ID	LPIO586
Full Name	Georgina Tregoning
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	While appreciating the wish to encourage people to walk, cycle, travel by train, realistically any building brings with it increased demand for car transport, even if only to get to the station. In addition, the changing mode of shopping will continue to increase van delivery traffic. In Berkhamsted and Tring, and other communities may be alike, the geographical layout and ancient layout of roads means that the roads are already too narrow and over congested. If further building is planned, the road network must in my opinion be improved at the same time. Otherwise all road users, and pavement users, will be put at greater risk of accidents.
Include files	
Number	Question 12
ID	LPIO609
Full Name	Mr Antony Butcher
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The provision of car parking in new developments has in the past been woefully inadequate. Look at Apsley lock and Nash mills developments. There are cars everywhere and should emergency services be required their access will be blocked - this situation is not acceptable. There must be a minimum of 2 car parking spaces per dwelling. New developments must also look at their surroundings to assess other demands on parking. For example the Kings Langley football club success story has brought with it parking problems when matches are played. The proposed development at Rectory Farm (close to the football ground) will bring new new parking 'opportunities' for football fans so causing more congestion and access problems for emergency services. A suggested solution would be for the development to include a large car park for the football ground with access from the A4251 opposite the end of Coniston Road where a full size roundabout would also provide a solution to the existing congestion at rush hours (school delivery and collection times). This type of holistic approach is required. It is essential to consider a realistic assessment of the existing situation, including human behaviour with the car based society we are in, to be put with the effects of a proposed development. It is evident from what is happening at Apsley Lock and Nash Mills that this approach has not been properly undertaken.
Include files	
Number	Question 12
ID	LPIO626
Full Name	Mrs Carole Stokes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO664
Full Name	Mr David 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 plan does not address the following issues</p> <ol style="list-style-type: none"> 1 A road capacity - the areas A roads are always congested during peak periods adding additional residents will only exacerbate these issues 2 Local road and junctions currently cannot cope during peak periods adding additional residents will only exacerbate these issues - example Berkamsted High Street always a major bottle neck 3 Rail capacity - in particular capacity of station car parks 4 Local bus service is currently inadequate - services always reducing;no late bus night services 5 Local car parking capacity in Tring and Berkhamsted - currently inadequate <p>The above need to be considered in a holistic fashion if any significant housing expansion is to be planned and allowed</p>
Include files	
Number	Question 12
ID	LPIO712
Full Name	Mr Julian Dent
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 plans make no mention of basic topographical challenges such as steep sided valleys (such as in Berkhamsted), which limit the ability of existing roads to absorb CURRENT traffic levels, never mind planned development. These factors limit the provision of proper access to many of the sites proposed for development, never mind actual occupation (eg site Be-H3), can cause flooding after rainfall (roads under the railway on the north side of railway line, preventing access to the town from the north of Berkhamsted. Plans on paper do not reveal some of these basic physical constraints, so they have been ignored.</p>
Include files	
Number	Question 12
ID	LPIO748
Full Name	Mrs Victoria Vernon
Company / Organisation	Sport England
Position	Trainee Planer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	Sport England would encourage the inclusion of a design policy which encourages developments to be designed to promote active travel through sport and physical activity such as walkable communities and connected footpath and cycle routes (through use of Sport England's and Public Health England's established Active Design guidance (https://www.sportengland.gov.uk/active-design-guidance/))
Include files	
Number	Question 12
ID	LPIO776
Full Name	Mr Hemant Patel
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO798
Full Name	Mrs Catherine Marks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I don't believe you have thought about the impact on the roads in Bovingdon. They are already too busy. No parking available, no traffic enforcement. Accessibility from Green Lane is poor and would cause huge problems if the Homefield and Louise Walk site go ahead.
Include files	
Number	Question 12
ID	LPIO820
Full Name	Mrs Karen Bevan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Not for Berkhamsted, transport problems are getting noticeably worse as each CURRENT new development is completed. There is only one 'transport corridor', through the centre of the town. I cannot see how this can be improved to accommodate the huge increase in traffic caused by the huge number of new homes proposed.
Include files	
Number	Question 12
ID	LPIO836
Full Name	Mrs Valerie Lee
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Definitely not. The traffic issues in and around the village of KINGS Langley is intolerable. I live on the main road through the village and it takes me 20 minutes [at least] to get off my driveway each morning and onto the main road. The traffic is non stop. With the development in Apsley, Sainsburys, Bunnings, Dunhelm, Wicks, B & Q etc., have only added to the congestion in the village. Any development, especially at Shendish would only result in absolute deadlock around the area. There are also proposals for a new mosque in Nash Mills again bringing with it, more traffic, not to mention parking issues. In Red Lion Lane cars are parked up on both sides of the road and even buses have trouble getting from one end of the Lane to the other. Trying to get through the village into Watford is a thing of the past, it just isn't worth it. It can take 20 minutes to get from one end of the village to the other at peak times. Whenever there is an incident or traffic accident the whole area just becomes gridlocked with traffic trying to find an alternative route and this can go on for hours.
Include files	
Number	Question 12
ID	LPIO860
Full Name	Mr Stephen Bevan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Berkhamsted is not able to safely accommodate the huge increase in transport which will be caused by the

	huge number of new homes being proposed. You notice after each successive building project the negative transport consequences this has on the town.
Include files	
Number	Question 12
ID	LPIO883
Full Name	Mr Ian Jones
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	In relation to Berkhamsted it does not appear to have been sufficiently considered that it is a linear town within a valley in the options proposed. Access to some sites is by country lanes with pinch points restricting access. These are the canal bridges on Gravel Path and Bank Mill and the railway bridges at Gravel Path and Ivy House Lane which are both single lane roads.
Include files	
Number	Question 12
ID	LPIO923
Full Name	Ms Stephanie Knowles
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Kings Langley is already completely congested. Rucklers Lane, it sometimes can take 15 minutes to get to the bottom from number 100 house - the parking is already horrendous and new housing never builds enough space for the amount of cars - Apsley Lock and the Nash Mills developments are evidence of this. Furthermore, one of the benefits of living in a rural village is being able to cycle, not necessarily to work, but for recreation. I cannot see any plans to protect cycling as a partime within your plans.
Include files	
Number	Question 12
ID	LPIO961
Full Name	Mr Robin Knowles
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Clearly by suggesting more houses in areas already suffering with traffic bottlenecks, poor bus and train services you have not addressed these in the plan, although there was some pie in the sky idea in there that traffic calming would encourage people to not use their cars and therefore reduce pollution, but this was clearly written by some one on planet cookoo. I can have no faith in an organisation that allowed the Nash Mills development to be built without the necessary parking and traffic management.</p> <p>Maybe any new development should include major underground parking as in the Reeds estate in Watford</p>
Include files	
Number	Question 12
ID	LP10985
Full Name	Dr Benjamin Heydecker
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 transport network in the King's Langley area is grossly overloaded during weekday morning and weekday evening peak periods. Queues of stationary traffic from Junction 20 of the M25 motorway (junction with A41 and A4251) are extensive. During weekday morning peaks, the queue of southbound traffic extends north from the junction 20 roundabout back through the Home Park Link Road roundabout, and on many days as far upstream as the junction with Langley Hill in the High Street. This stationary traffic is a nuisance and a source of polluting emissions that reduce visual amenity, generate noise and damage air quality. The southbound A41 road also has long queues. This shows that Junction 20 of the M25 has inadequate capacity for current road traffic.</p> <p>Further residential development in King's Langley will generate more demand for travel and hence more road traffic. This further traffic will add substantially to the traffic congestion that currently occurs. There is no scope for increasing the capacity of the Junction 20 roundabout: it is already controlled by traffic signals and variation in the allocation of green time cannot improve this.</p> <p>Roads into Kings Langley from Chipperfield are Langley Hill, Vicarage lane and Love Lane-Common Lane. Each of these is busy with traffic an has queues of stationary traffic where is joins the A4251 (High Street / Hempstead</p>

	<p>Road) where the priority controlled junctions have limited capacity. Vicarage Lane and Love Lane-Common Lane are particularly steep and narrow (Vicarage Lane is narrow and signed at 8% gradient, whilst Common Lane is so narrow as to be blue-signed as "Unsuitable for heavy good vehicles"). Head-to-head conflicts arise frequently between cars as well larger vehicles on all If these roads, bringing traffic to a halt. There is inadequate capacity on these roads and no prospect for additional capacity. Development of Hill Farm would lead to further traffic during peak periods, to the detriment of traffic conditions. Particularly notable in this is that there are schools on each of Langley Hill (Steiner School), Love Lane (Kings Langley School) and Common Lane (Kings Langley Primary School) whose pupils would suffer from degraded air quality and increased risk of injury arising from any increase in traffic flows.</p> <p>King's Langley railway station provides train services to Euston station in London. These services are currently crowded during the morning and evening peak periods so offer no capacity for further commuting. The station is over 1 mile from the Hill Farm site, so access would be mainly by motor vehicle. This additional traffic using one of the three roads (Langley Hill, Vicarage Lane or Love Lane-Common Lane) to the High Street, would unavoidably add to the congestion on them as well as on the High Street.</p>
Include files	
Number	Question 12
ID	LPIO1004
Full Name	Mr Dominic Lawrance
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 discussion in para 5.5 glosses over the very real transport issues that are already faced by some residents of the borough and the unavoidable fact that these issues will be hugely exacerbated if population levels are increased as proposed - with even the lowest growth rate that is under consideration.</p> <p>In Berkhamsted these issues are already acute. Narrow roads limit road traffic flow rates, whilst steep valley sides discourage cycling (although it is in fact feasible with a moderate level of fitness), and many people live much too far from the centre of town for walking to be practical. At "rush hours" / school drop-off times, congestion can be severe, with long tailbacks from junctions such as the intersection of Shootersway and Kings Road. The tailbacks from that particular junction frequently extend beyond the junction with Cross Oak Road, and it can take 15 minutes of stop-start driving to cover, at most, a quarter of a mile.</p>

	<p>These traffic problems will inevitably be compounded if, as proposed, there is significant further development alongside Shootersway, such as that proposed for site Be-h4. Such development would also be very likely to add to the traffic trying to pass along Northchurch High Street, which has been designated as an Air Quality Management Area due to the already heightened levels of nitrous oxide, as discussed at para 8.3.7 in the consultation document. That paragraph recognises the need to take care when choosing where to position local development, to ensure that existing air quality issues are not worsened. It is hard to see how yet more housing to the south of Berkhamsted / Northchurch would not lead to an increase in traffic along Northchurch High Street and consequential pollution risks.</p> <p>Mention must also be made of the strain which rail services are under on the Milton Keynes / Northampton to London Euston line, currently run by London Midland. Trains at peak times are packed and the service is distinctly unreliable. It is to be expected that if more houses are built in places like Berkhamsted, many of them will be working in London. The line is barely able to cope with peak demand at present and it is easy to see the situation becoming unbearable if the number of commuters increases. Some individuals may choose to drive instead, adding to the unsustainability of the proposals.</p>
Include files	
Number	Question 12
ID	LPIO1032
Full Name	mr Tish Seabourne
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 Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. We must not forget that each new property built entails six new car movements per unit. Our roads cannot handle this and as a linear valley town we have no opportunity to build more roads.</p>
Include files	
Number	Question 12
ID	LPIO1081
Full Name	Ms Tish Seabourne
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The roads in Berkhamsted are already at full capacity, especially during peak times and at weekends. There is no option for additional roads in Berkhamsted and it is fanciful to hope that people will walk or cycle especially given the hilly nature of Berkhamsted situated in a valley. New homes will inevitably mean more cars and the road system in Berkhamsted can barely cope already.
Include files	
Number	Question 12
ID	LPIO1130
Full Name	Mrs Saunders
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The current road network is already at breaking point, with many accidents on the A41 and barely adequate parking facilities within towns and at railway stations. Even your lowest estimates of extra houses will result in many more cars on the roads. If you want to encourage people to walk/cycle you have to provide adequate, safe and well-lit routes for them to use.
Include files	
Number	Question 12
ID	LPIO1145
Full Name	Mrs Morris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Berkhamsted is a Market Town, in a valley with narrow streets. Options are limited, more so with the lack of creative thought from the Council.
Include files	
Number	Question 12
ID	LPIO1204
Full Name	Mr Bernard Richardson

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Whilst listed as key issues there is no evidence to suggest the Local Plan can address them effectively.</p> <p>The A41 is the main truck route through the Borough. As with other examples, the highway is perfectly adequate but, unfortunately, many of the key intersections have been badly designed and built on the cheap. Examples are the A41's junction with the M25 which causes tailback on the carriageway and overspill on to side roads (e.g. Chipperfield Road Bovingdon). The ineffective cross road junction at two waters means that 50% of traffic is stationary most of the time causing environmental damage and congestion.</p> <p>The excessive traffic through the B4505 Chesham and Hempstead Roads in Bovingdon all has to negotiate the small traffic light junction at the Swan PH in Boxmoor. Crazy.</p> <p>The 2015 Traffic survey on the B4505 showed that 77,000 vehicles were using the road. Local reaction is that traffic has increased further. The large number of cars and HGVs should not be using these residential roads with narrow footpaths for pedestrians.</p> <p>Traffic using the route from Beconsfield, Amersham, Chesham and through Bovingdon to bypass congestion on the M25 should be rerouted via a relief road built to the Bourne End junction of the A41.</p>
Include files	
Number	Question 12
ID	LPIO1263
Full Name	Sarah Harper
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 document fails to deal with the already highly congested (and poorly maintained) roads, inadequate local transport, and a public transport system which does not provide adequate parking for the commuter today.</p> <p>Roads through Kings Langley are already like a car park in the rush hour. To travel from Watford to Hemel Hempstead can take an hour in the mornings, want to get a train? sorry no space in the car park.</p> <p>The Local Plan offers to make all of that worse by building more houses in rural areas where there are no</p>

	public transport options, and everyone will need to drive to work or to take the kids to school because of the already overstretched infrastructure.
Include files	
Number	Question 12
ID	LPIO1311
Full Name	Mrs Alison Cadge
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 trains from Kings Langley into and out of Euston are very over crowded at commuting times, they could not take the significant additional number of passengers generated by large scale development in and around Kings Langley.</p> <p>The roads around Kings Langley are heavily congested, particular towards Watford / the M25 during morning rush hour. The roads through Kings Langley are not designed to take large volumes of traffic - current levels of parking along the High Street mean that cars can only pass in one direction at once at pinch points along this road.</p>
Include files	
Number	Question 12
ID	LPIO1427
Full Name	Ms G Puddiphatt
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>You have highlighted all the reasons why the Local Plan should be scrapped.</p> <p>None of this expansion of housing will work for the local residents of Berkhamsted and Tring. The issues highlighted have not been given weighting. This weighting would result in the Local Plan being reworked.</p> <p>The benefits of extra affordable housing, do not in any way, out way the negatives of the planned ruin of our Areas of Outstanding Natural Beauty and the ruin of our historic and natural environment that we all value so highly.</p>
Include files	

Number	Question 12
ID	LPIO1438
Full Name	Mr Brian Rook
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 Local Plan statement 5.5.7 that Transport modelling shows that "the additional traffic generated . . . can be accommodated on the existing road networks" 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> <p>The requirements for parking at main-line stations is missing from the Local Plan. Tring Station car park is already at full capacity and the new LA5 development will exacerbate this.</p>
Include files	
Number	Question 12
ID	LPIO1449
Full Name	Miss Penelope Allsop
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Daily bottle necks along kings Langley high street already and it also impossible to get out of side roads
Include files	
Number	Question 12
ID	LPIO1456
Full Name	MR Ian Shaw
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Without a doubt this section is the most inadequate section of the plan in relation to Berkhamsted. 5.5.7

	<p>"additional traffic generated.....can be accommodated on the road networks(subject to improvements to some roads and junctions). This is an utterly feeble and unrealistic vision.</p> <p>New building in the last 5 years has already produced very visible impacts in terms of both traffic congestion and parking difficulties. Additional parking is needed now, but this is clearly not the long term answer. A large increase in motor traffic into the town is simply not sustainable into the future as more car parking in the centre would simply cause gridlock in surrounding streets.</p> <p>We need to start now to develop strategies to change human behaviour and remove the need for people to access the town centre by car at busy times. I suggest the following:</p> <ol style="list-style-type: none"> 1, Require town centre supermarkets to provide same day delivery of hand picked shopping in secure boxes to doorstep for more than 1 basket. 2 Develop and upgrade safe walking/cycling/battery scooter routes to town centre 3 Develop low cost electric bus routes to all fringe housing areas with direct routes and not more than 15 minute intervals. Should be subsidised from local rates and accessed by season ticket only. Could be driverless well before the proposed new housing impacts and therefore lower cost than current buses - should be the standard form of transport for rail commuters and cost them less than parking. 4 Congestion charge at peak times
Include files	
Number	Question 12
ID	LPIO1495
Full Name	Mr Chris Marks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Bovingdon and Kings Langley have small roads that are already so busy that cars can't get through unless they are single line traffic. No new bus routes have been included, there isn't enough parking in both villages. If the proposed houses are built it will be even more chaotic and impossible to live in the villages.
Include files	
Number	Question 12
ID	LPIO1531

Full Name	Mrs Rachel Conradi
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 explain to me how sustainable travel is going to work in the villages.</p> <p>In Bovingdon we get one bus an hour. Do you really think that people from the new housing are really going to use public transport to get around? It is simply not feasible. Given this, building in any of the b=villages will go counter to the aim of getting more people on public transport / reducing car usage etc etc etc</p>
Include files	
Number	Question 12
ID	LPIO1534
Full Name	Mrs Rachel Conradi
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Box Lane and the Chesham Road, I was informed at the Parish Council Meeting last night, is the busiest B road in Hertfordshire. HCC have done nothing to help alleviate the traffic problems on this road. It cannot cope at the moment. I have no confidence in HCC to really understand or put in place timely, cost effective strategies.</p> <p>Once the proposed new housing in Bucks and the proposed new housing in Bovingdon is also installed the road will completely grind to a halt. This will impact emergency services as well as traffic pollution. Yet there are no plans that have been discussed to sort this out. This needs to be done prior to building not post.</p>
Include files	
Number	Question 12
ID	LPIO1545
Full Name	MR PETER SUMMERFIELD
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>As the Council appear to have no plans in place for the improvement of the road system and the general infrastructure in and around Bovingdon then no development should even be considered until such time as plans are in place for this.</p> <p>These key concerns must be taken into account throughout Dacorum and the developers must pay a high percentage of CIL to provide the necessary infrastructure needed for the whole area. At the moment they are only responsible for the infrastructure on their site.</p> <p>According to a highways report submitted by a potential developer in Bovingdon they do not think any additional development in Bovingdon will have a detrimental impact on the local roads! This is nonsense and inaccurate.</p> <p>Bovingdon High Street is congested (at some point) every day, there is no official car park so parking for the few shops, doctors and dentist, is near impossible. Traffic along Chesham Road/Box Lane is continuous, particularly at the weekends (Bovingdon Market - and soon with the upcoming Dancing on Ice shows). Traffic along Chipperfield Road is very heavy and will increase. Traffic in Green Lane starts at 5.45AM and continues throughout the day (not just at peak times) and due to residents' parked cars this road often becomes a single lane. The junction of Green Lane and the High Street is dangerous due to bad visibility around the Monument Well.</p> <p>Very few people cycle along the main roads in Bovingdon and especially not on Box Lane (too dangerous), and as admirable as it is, it is very naive to suggest that people will leave their cars at home. Car usage would vastly increase with the number of extra people living in the village and especially if people cannot register at their local doctor, dentist or school and if there is insufficient public transport available.</p>
Include files	
Number	Question 12
ID	LPIO1574
Full Name	Linda Hattersley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>"Balancing the needs of cars, pedestrians and cyclists" - how about moving pedestrians' and cyclists' needs higher up so we can help transform the situation. Big new housing developments can now only be on the outskirts of Berkhamsted and Tring as the centres are already full - so that inevitably leads to a major reliance</p>

	on car journeys as it is a long way to the shops and schools. Rush hour will be far far worse.
Include files	
Number	Question 12
ID	LPIO1605
Full Name	Mrs Susan Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The plan ignores the fact that, due to its topography, people will not/cannot walk or cycle from the proposed additional Berkhamsted sites to the town centre.
Include files	
Number	Question 12
ID	LPIO1664
Full Name	Jenny Thorburn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There has to be a considerable uplift to the quality of design of developments. Recent ones around Berkhamsted have been poorly designed even at the most basic level - see the development on the old police station site. Dacorum needs to have proper design oversight with advice from experienced architects, engineers and other professional who can read plans and hold developers to account. Good design would make some of the proposals more palatable and result in achievement of the laudable but vague environmental objectives. The whole thing should be design led.
Include files	
Number	Question 12
ID	LPIO1738
Full Name	Mr Kenneth Watts
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I think you have covered the key issues but are completely wrong if you believe what the modelling has suggested in clause 5.5.7. Rather than sitting behind a computer the 'modellers' should try commuting by road at present, let alone when proposed substantial new development is added. I have indicated in detail some of the problems that increased traffic volumes will produce in the Kings Langley area in response to other questions. In summary, the principal route south to the M25 or onward to Watford is bottlenecked through Kings Langley. Adding to this from either within the village or 'upstream' of Kings Langley, such as the HH-h3 Shendish site, will without doubt gridlock the centre of the village. Add the proposal for KL-h3 Wayside farm and the A4251 and J20 of the M25 will simply grind to a halt, which of course will impact the already daily huge tailbacks southbound on the A41. This particular issue will also be made worse as at least some of the traffic from potential developments to the west and north of Hemel Hempstead try to access the M25 via the A41. Computer modelling cannot predict human nature, which is invariably tempted by the shortest route rather than what modelling would think was the logical route.
Include files	
Number	Question 12
ID	LPIO1765
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	Your plan includes further residential development in areas that are already facing transport, logistical, parking crisis. It has no plan for upgrading these and yet tolerates the idea of further development? ILLOGICAL
Include files	
Number	Question 12
ID	LPIO1787
Full Name	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	Not at all. The congestion on the roads at present in around the village and surrounding areas are horrendous, just getting out of the village in the morning and evenings is a minefield, plus the fact that we only have one Hospital in Watford to cover emergencies, schools are at full capacity as is doctors surgeries. So will building new houses help local people I think not. This will only encourage the influx of residents from London, keeping property prices high.
Include files	
Number	Question 12
ID	LPIO1827
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"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that the vast majority of people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by use of transport other than cars when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of parking, congestion and pollution. • I support a review of parking standards which recognised the increased average size of vehicles. • A review of the transport infrastructure is a good idea but it is difficult to see how this can be much improved in our historic market towns as their central areas were never designed for modern modes of transport. Also the provision of public transport to service ridge top locations has proven to be unviable in the past. • Some realistic modelling is needed on how we define congestion and the standards to be applied. In spite of the presence of the A41 bypass It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. There is also congestion on parallel streets such as Charles Street. There are many residents who work outside the town and while many other people from outside come to work or drop off children at the various schools.
Include files	
Number	Question 12

ID	LPIO1849
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	Transport issues exist in Berkhamsted as it is a small town in a narrow valley. You can only fit so many cars on the roads and on any weekend you will find the town centre is already grid locked. Adding hundreds more residents onto the Green Belt at the top of the town near the A41 will only mean more people driving into the town centre. We should be trying to reduce the traffic and pollution in Dacorum as a policy not increasing it which can only be the result of the current plans.
Include files	
Number	Question 12
ID	LPIO1919
Full Name	Miss teresa finnigan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Many of the current local plans are just avoiding the already apparent issues that residents face day to day, getting around. The M1 is always congested at rush hour, roads into and out of HH are gridlock and with the proposed development of some 12,000 homes over a 20 year period and with other surrounding councils applying and doing the same, we are in for a nightmare! But its okay, HCC vision for 2050, they think we are all going to walk or cycle our kids to school and work, use local transport which they and local councils are cutting back year on year, car sharing, when many people live here but work in London or the surrounding town and cities. More housing will create yet more influx of Londoners who choose to live here but will continue to work in London. Therefore yet more strain on our already bursting at the seam trains! Its a fantasy to imagine that all these people will live and work in the same town!
Include files	
Number	Question 12
ID	LPIO1921
Full Name	ms V Earle
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	the need for parking is always under estimated, meaning cars sprawled across the local area. The use of public transport is always overestimated. Far fewer people than predicte use the services as they are crowded and expensive and do not go where people need to go
Include files	
Number	Question 12
ID	LPIO1976
Full Name	Mrs Katie Garner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There's no specific plan for tackling the current parking problems in Bovington. The village can not cope currently and would be made further unsafe with the extra cars and population brought by additional housing. People currently park on pavements and street corners and you can't see around them. Every day I nearly get crashed into by cars travelling up Green Lane whilst I am pulling out of a small, shared road onto green Lane. This road is near to Louise Walk, one of the proposed access points for a new housing development. It is difficult already looking left and right and left and right around the existing parked cars and trying to avoid moving traffic on the road is hairy enough without adding another junction 100 yards along the road.
Include files	
Number	Question 12
ID	LPIO2017
Full Name	Mrs Christine Mabley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The existing transport network is already plagued by queuing traffic. The A41 junction by Kings Langley tails back nearly to Hemel Hempstead in the mornings; the Winkwell access to the London Road causes queues

	back to the roundabout at Bourne End unpredictably; queues at the lights at the bottom of Box Lane in both directions tail back towards Westbrook Hay west and past the station towards Hemel Hempstead east. Developments will make matters worse and they are already unacceptable.
Include files	
Number	Question 12
ID	LPIO2042
Full Name	Mrs Jane Hennell
Company / Organisation	Canal & River Trust
Position	Area Planner
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We consider that the Grand Union Canal and its Arms has an important role to play in delivering aspirations for sub-regional and local accessibility. they can provide safe and convenient cycle routes that connect people to jobs, key services and recreation opportunities. Enhancing the capacity, safety and attractiveness of these towpaths and connecting pedestrian routes, particularly to and within town centres, may support increases in walking for local trips.
Include files	
Number	Question 12
ID	LPIO2045
Full Name	Mrs Jane Hennell
Company / Organisation	Canal & River Trust
Position	Area Planner
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We consider that the Grand Union Canal has an important role to play in delivering aspirations for sub-regional and local accessibility. They can provide safe and convenient cycle routes that connect people to jobs, key services and recreation opportunities. Enhancing the capacity, safety and attractiveness of towpaths and connecting pedestrian routes, particularly to and within town centres, may support increases in walking for local trips.
Include files	
Number	Question 12
ID	LPIO2054
Full Name	Mr Christopher Giddings

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 proposed plans are fundamentally flawed as they aim to encourage people to walk and cycle to work. I cannot see that the council has studied the modes of transport people actually use on the borough.</p> <p>Given the limited employment opportunities in the immediate vicinities of the proposed developments and the poor public transport infrastructure i cannot see any significant grown in the number of people walking and cycling.</p>
Include files	
Number	Question 12
ID	LPIO2104
Full Name	Mr David Holwell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>In 5 5 2 you list your key issues on transport. There is only one element where you have a degree of control and that is local roads. From 5 5 3 to 5 5 10 by concentrating on roads it demonstrates that control of all other forms of transport are beyond the influence of DBC.</p> <p>Building more houses will only add to the existing problems. the issue of parking when addressed will probably mean more restrictions, with more traffic wardens on the streets, the councils best revenue collecting department.</p> <p>We are also seeing a move to greater housing housing density by developers, this will create social problems along with transportation ones.</p> <p>Since living in this house for the last decade we have seen the traffic quadrupled along our road, which is a minor road. Pollution will have increased . So to deliberately increase the traffic flow is putting peoples health at risk.</p>
Include files	
Number	Question 12
ID	LPIO2118

Full Name	Mrs Caroline Jarrett
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 is perhaps the weakest area of the proposed plan for site Be-h3. Access to Berkhamsted town from this site is particularly poor:</p> <ul style="list-style-type: none"> - Ivy House Lane is a very narrow, single-track road which has a number of pinch points which make even the current level of traffic difficult to accommodate; - a poor alternative in Gravel Path which is already precarious, narrow and suffers from pinch points that are impossible to remove; - there are no public transport alternatives; - because of the gradient, cycling is not an option.
Include files	
Number	Question 12
ID	LPIO2162
Full Name	Mr Les Mosco
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Absolutely not. The topography of our area, especially Berkhamsted and Tring, make road development a virtual impossibility. 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. This latest review does not acknowledge this inconvenient truth.</p> <p>I am a regular cyclist, but current cycling provision is virtually non existent and laughable in places eg the Northchurch 'gateways' which are pointless and unused. Most roads in the market towns are too narrow for dedicated cycle routes. The council should instigate a</p>

	<p>proper informed review of cycling provision, eg in partnership with Sustrans or Cycling UK who know how to identify suitable routes. Properly surfaced canal towpaths could provide some benefit in many locations, but are narrow in parts so dual use would not be without problems. For residents in hill top developments, especially older residents, cycling is too arduous and impractical, so assuming increased cycling to access such developments is deliberate deception. Likewise the true practicality of public transport to service ridge top locations has proven to be unviable.</p> <p>Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents will use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. The recent examples of the badly laid out or poorly sequenced traffic lights at Stag Lane and Durrants Lane show how not to do it. It now frequently takes over 15 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?</p>
Include files	
Number	Question 12
ID	LPIO2211
Full Name	Mrs Melanie Flowers
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The provision of transport infrastructure should be one of the primary considerations in selecting development locations, rather than something that is modelled after locations have been selected. Local transport is very poor outside of the towns and has been substantially cut back recently. The train service into London from local stations such as Apsley and Kings Langley is very poor, under-resourced and more expensive than a better service available from St Albans (for example). Parking around these stations is expensive and oversubscribed leading to mass parking on streets. Cycle paths are non-existent.
Include files	
Number	Question 12
ID	LPIO2245
Full Name	Mr Jason Smith
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Although the Local Plan may state it will consider the issues with regard to transport for future building there is no past evidence that these issues were considered and I very much doubt they will in the future. The roads are congested and the newer developments have woefully inadequate parking as witnessed by the lines of cars now parking on the pavement outside the Nash Mills new development every evening as the developers failed to allow adequate parking. This is the same for all the newer developments. How can local residents believe the council will provide adequate transport and parking when they have utterly failed time and time again.
Include files	
Number	Question 12
ID	LPIO2255
Full Name	Mr Robert Wakely
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	See Q2 response
Include files	
Number	Question 12
ID	LPIO2287
Full Name	mr David van Rhee
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	the current bus services are inadequate for the surrounding villages (e.g. people in Wiggington, Marsworth and Pitstone have to rely on their private cars or taxis)
Include files	
Number	Question 12
ID	LPIO2317

Full Name	Mr George Bull
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The proposed new north-south link road to the east of Tring has not, so far as I can establish from conversations with planning officers, received any proper consideration whatsoever.
Include files	
Number	Question 12
ID	LPIO2355
Full Name	Mr David Glenister
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 agree with the comments below made by Ian Shaw and would also like to add my own further comments.</p> <p>Long term strategy should look to reducing vehicle traffic into Berkhamsted. Such approaches as cycle routes, cycle safe lock & storage areas, improvement to paths, mini bus service to support out of town inhabitants, regular electric bus service, better use of existing car park amenities, car sharing schemes and electric bicycles.</p> <p>Inevitably we need to address the short term vehicular problem of Berkhamsted. There should be consideration of park and ride (out of town car parks), supermarkets on the outside side of the town rather than right in the centre. The plan to go ahead and construct a multi storey carp park in the centre of Berkhamsted is only going to act as a "magnet" to attract more people into the centre of the town from surrounding towns and villages. Adding additional housing without proper consideration of road infrastructure and traffic will cause chaos to Berkhamsted and ruin the character for ever for future generations to enjoy..</p> <p>"Without a doubt this section is the most inadequate section of the plan in relation to Berkhamsted. 5.5.7 "additional traffic generated.....can be accommodated on the road networks(subject to improvements to some roads and junctions). This is an utterly feeble and unrealistic vision.</p> <p>New building in the last 5 years has already produced very visible impacts in terms of both traffic congestion and parking difficulties. Additional parking is needed</p>

	<p>now, but this is clearly not the long term answer. A large increase in motor traffic into the town is simply not sustainable into the future as more car parking in the centre would simply cause gridlock in surrounding streets.</p> <p>We need to start now to develop strategies to change human behaviour and remove the need for people to access the town centre by car at busy times. I suggest the following:</p> <p>1, Require town centre supermarkets to provide same day delivery of hand picked shopping in secure boxes to doorstep for more than 1 basket.</p> <p>2 Develop and upgrade safe walking/cycling/battery scooter routes to town centre</p> <p>3 Develop low cost electric bus routes to all fringe housing areas with direct routes and not more than 15 minute intervals. Should be subsidised from local rates and accessed by season ticket only. Could be driverless well before the proposed new housing impacts and therefore lower cost than current buses - should be the standard form of transport for rail commuters and cost them less than parking.</p> <p>4 Congestion charge at peak times"</p>
Include files	
Number	Question 12
ID	LPIO2378
Full Name	Dr Nick Hodsdon
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 main routes into and out of the area are the M25, M1 and A41. These are already heavily congested at peak times with lengthy travel times in both directions on the M25 from 7am on weekdays</p> <p>The road through Kings Langley is heavily congested not only at peak times but also at other times. The road is too narrow to allow the free flow of traffic, two large vehicles travelling in opposite directions is enough to cause a problem. Additional congestion is caused by deliveries. Accidents are not infrequent at the cross roads in the village and also at the traffic lights at the end of Rucklers Lane.</p> <p>The narrow rail bridge at Rucklers Lane restricts the options for increasing the capacity of the road for more traffic. This junction is already very busy and it can take several traffic light cycles to get through the junction at busy times.</p> <p>Traffic flow both ways through Apsley is also very slow, at got much worse after the recent housing developments were completed.</p>

	<p>Bus travel in the area is impractical and the service far too infrequent to encourage its use.</p> <p>Rail Travel is crowded at peak times and there is insufficient parking for commuters. Stations are often unmanned.</p>
Include files	
Number	Question 12
ID	LPIO2422
Full Name	Mr Paul Crosland
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 key issues concerning transport are identified, and the fact that transport is outside of Dacorum's control is noted. However, no solutions to the problems are put forward. New developments are proposed around the edges of towns such as Berkhamsted, from where walking into town or to the station are not practical. The Transport Plans prepared by Herts CC have been just that - 'plans', and very few plans have been implemented to alleviate transport issues. Increasing development significant in areas where transport infrastructure has not been or cannot be improved will only cause further congestion, tending towards gridlock. This is already been experiences in Berkhamsted as a result of development that has taken place during the last 5 - 10 years.</p>
Include files	
Number	Question 12
ID	LPIO2470
Full Name	Mr Timothy Copeman
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>There is no policy, plan more considered approach to the transport infrastructure in this are. It is currently an unmitigated disaster and getting worse. Any additional load will completely gridlock the system. There is not enough off road parking and the street parking in many areas is unregulated and creates blockages and obstructions to traffic flow. public transport is poor at best.</p>
Include files	

Number	Question 12
ID	LPIO2516
Full Name	Mr Jack Costin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Traffic flow through Tring is a major problem, one cause of which is the narrowness of the High Street. Tring can only cope with the small increase in population.
Include files	
Number	Question 12
ID	LPIO2517
Full Name	Mr Jack Costin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Traffic flow through Tring is a major problem, one cause of which is the narrowness of the High Street. Tring can only cope with the small increase in population.
Include files	
Number	Question 12
ID	LPIO2521
Full Name	Mr Jack Costin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The Plan take little or no cognisance of neighbouring areas outside Dacorum but closer to the affected Towns than HQ in Hemel Hempstead. For instance substantial numbers of new homes are being planned in Halton, a couple of miles from Tring and without damaging or compromising the Green Belt. This should be taken into account in assessing the expansion of Tring and the harm this will do the Town and the surrounding Green Belt.

Include files	
Number	Question 12
ID	LPIO2551
Full Name	Mr Kevin Kelly
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Has this been considered at all as we already have existing issues within these areas that do not appear to be being addressed?
Include files	
Number	Question 12
ID	LPIO2588
Full Name	Mrs Marriott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	One of key issues with station related parking is the associated cost. This drives people to find alternative parking arrangements which lead to long term nuisance to residents living close to the stations. The station parking needs to be a lot more affordable to encourage commuters to use that instead of leaving vehicles on the roadside. This is particularly bad around Tring Station where at times thoughtless parking can actually restrict the access of an emergency vehicles such as an ambulance or a fire engine. It is reckless of the council not to address that as it affect the safety of the residents of these areas.
Include files	
Number	Question 12
ID	LPIO2610
Full Name	Mr John Morrish
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	The roads around Kings Langley's historic centre are regularly gridlocked now and not capable of being expanded. Journey times to Watford in the rush hour (from 7am to 9 30am) can take more than an hour and access to the M25 is desperately slow. Ambulance struggle to get through to Watford General. The transport infrastructure in the south of Dacorum is already overloaded and cannot cope with existing let alone any more from increased housebuilding. There seems to be a cosy myth peddled by councils that if no parking is provided then residents will take up alternative forms of transport. First of all the alternatives are almost non existent and secondly people need and will not give up cars eg the Sappi development at Red Lion Lane in Apsley. The London Midland train service to London is full by the time the train reaches Kings Langley in the rush hour so how would extra people be accommodated?
Include files	
Number	Question 12
ID	LPIO2647
Full Name	Mr Alan Andrews
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Can't get through traffic now. More houses. More cars. Recipe for disaster.
Include files	
Number	Question 12
ID	LPIO2663
Full Name	Mrs Sue Lower
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Broadly I support the sentiments however I would call in question the statements regarding transport modelling. It does not require a model to show that traffic levels and issues vary significantly between peak time and other times of the day - you just need to drive around at those times. Also saying the traffic generated by the new development can be accommodated on the road networks is a very broad and potentially misleading statement. This will depend heavily on where the new developments occur and as such should not be made as those of us who have driven in Hemel for the last 30

	years and have seen a massive increase in congestion due to poorly planned developments will testify to.
Include files	
Number	Question 12
ID	LPIO2703
Full Name	Mr Norman Allan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>There is no evidence of any real review of the impact on infrastructure for these new houses. You talk of 60% of workers travelling by car for an increasing distance. Current developments don't have enough parking spaces...</p> <p>Watford Health Campus is going to become even harder to get to. How many people are going to die because of this insanity. One is too many.</p>
Include files	
Number	Question 12
ID	LPIO2762
Full Name	Mr Cyril Mills
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 is a major flaw. There is no way that past predictions about development and transport have been close to being correct. It is not credible to say that when areas have been decided upon detailed plans will be made. In many of the areas these systems are already at breaking point, greatly diminishing quality of life and health and wellbeing of residents. In many locations the proposed access to sites is difficult to adjust eg Shendish, where the Apsley access and Rucklers Lane are unsuitable for a further increase in volume and are not amenable for expansion.</p>
Include files	
Number	Question 12
ID	LPIO2795
Full Name	mrs Gillian Hooper
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	You clearly haven't as to propose so many houses in Kings langley will most surely grid lock the whole area.
Include files	
Number	Question 12
ID	LPIO2850
Full Name	Mr Paul Mcpherson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There will be more cars as people will drive. This will increase traffic. Most people have to drive to the local train station which currently cannot cope with more people or parking. It takes 20-30 mins just to get out of the village from 6.30am onwards. The same from 3.30pm. You are not considering local residents
Include files	
Number	Question 12
ID	LPIO2866
Full Name	Mr Antony Harbidge
Company / Organisation	Berkhamsted Residents Action Group (BRAG)
Position	Chairman
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"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • We would support any review of parking standards which recognised the increased size of vehicles.

	<ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO2913
Full Name	Dr Rachael Frost
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 council seems to have outlined most of the issues - however as nothing has been done about them in the past I highly doubt they will improve them in the future, especially in this climate of Tory austerity. The trains to London are at capacity currently and adding further 1000s of people will not improve this. Likewise, as highlighted, public transport is shockingly bad in Herts, with the only good bus routes following virtually the same line as the train. They end very early and do not connect more rural places (for example, getting between Berkhamsted and Chesham is difficult despite being next door!). And then the council wonder why there are problems with parking and air quality?! Building of further cycle routes would be an advantage (particularly in Berkhamsted where cycling has recently increased, which would also promote safer cycling).</p> <p>A further key concern is transport to hospitals. Fast and direct services from outlying areas to Watford General and St Albans is needed to avoid congestion in these areas and ensure that those who cannot or do not drive can actually get to appointments, given the centralisation of services. Public transport to these areas is notoriously poor currently, which discriminates against those on lower incomes who may not be able to afford a taxi or a car to drive to hospitals, particularly if they have a large number of appointments, leading to missed appointments and poorer health and inevitable A&E visits that further stretch our services.</p>
Include files	
Number	Question 12
ID	LPIO2942
Full Name	Mr John Lunn

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Roads and rail links are at capacity, with limited public transport routes. New big developments mean more cars causing more congestion, especially in small towns like Berkhamsted with severe restrictions caused by the valley topography.
Include files	
Number	Question 12
ID	LPIO3052
Full Name	Mrs Rosie Eisenstadt
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Any development to the North of Berkhamsted must not be considered without a new north/south road in place to cross the canal and railway. This is extremely unlikely as it would need to go through the AONB. The current crossings and especially Gravel Path cannot take an increase in traffic and already have safety issues. All infrastructure i.e. GPs, rail, road, bus, shops, schools (apart from one) are located on the south of the valley. In addition due to the topography of the valley there is little cycling or walking up and down the hills in Berkhamsted. New public transport routes would need to be put in place.
Include files	
Number	Question 12
ID	LPIO3075
Full Name	mr hugh siegle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Transport infrastructure is unchanged. How do you expect a positive outcome when key policies are under review rather than being available now, ref the LTP and GTP's

Include files	
Number	Question 12
ID	LPIO3087
Full Name	Mrs Carolyn Hill
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 Plan ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments - it is impractical for the elderly, those with mobility issues, mothers with buggies and those needing to carry shopping.</p> <p>Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.</p> <p>It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. Planned Lidl supermarket will add to congestion and proposed multi-story car park. How many more traffic lights are proposed - all they do is hold traffic up.</p>
Include files	
Number	Question 12
ID	LPIO3145
Full Name	Mr John Walker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	As far as Bovingdon is concerned we are unable to park and we are unable to pass through the village and so the above is not relevant
Include files	
Number	Question 12
ID	LPIO3207
Full Name	Dr Jennifer Howes
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Berkhamsted's roads are already filled to capacity particularly during weekends and rush hour. There will be increased traffic from the new housing that the council has already committed to building in Berkhamsted, and which exceeds the council's current targets. Berkhamsted has already done its bit.
Include files	
Number	Question 12
ID	LPIO3210
Full Name	Mrs Juanita Mann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	"additional traffic generated.....can be accommodated on the road networks(subject to improvements to some roads and junctions). Tring is a small all-but single lane market town that cannot cope with current traffic levels, particularly at weekends Tring station already has significant parking problems which are well documented. . Buses and lorries have difficulty passing in the high street and parking becomes almost impossible on market days and on Saturdays if there is an auction Berkhamsted's parking problems are well recognised but little seems to have been done about this, despite promises One of the main justifications for the A41 bypass and expansion was recognition that these small towns could not cope with the then traffic levels. The prospect of an influx from new estate developments would effectively grind these towns to a halt, destroy the environment, pollute the atmosphere and reduce road safety
Include files	
Number	Question 12
ID	LPIO3214
Full Name	Dr Jennifer Howes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The increased development along the north end of Shootersway in Berkhamsted, which the council is already committed to, will effect traffic flow along Shootersway onto the A41. How will the residents of the 100 proposed new houses on Haslams field (Be-h2) get onto Shootersway? Traffic along that section of road is always backed up, so it won't support the volume of cars that will need to get onto shootersway from Haslam's field during rush hour.
Include files	
Number	Question 12
ID	LPIO3230
Full Name	Mr George Wheway
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Additional traffic cannot be accommodated in South Hemel, Apsley and Kings Langley. it is already very congested. The build up of traffic onto the M25 at peak times goes right through the village and it can take in excess of 45 minutes to get onto the M25 already from Shendish.</p> <p>Access around the Two Waters area is a nightmare already especially when trying to come out of the retail park (Pets at home) or two waters road itself.</p> <p>This has a big impact on stress levels and quality of life.</p> <p>On the trains there is standing room only already at peak times and the station car parks are overflowing. KL car park was extended quite recently and already is full by mid morning with no where else in the area to park.</p>
Include files	
Number	Question 12
ID	LPIO3296
Full Name	Mrs Margaret Stanier
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 current transport infrastructure does not accomodate the current level of traffic. This should be addressed before considering further development.</p> <p>The bus service must be improved, and a realistic plan in place to ensure that this happens. The current service</p>

	between Hemel Hempstead and outlying areas including Piccotts End.has badly deteriorated in the past year.
Include files	
Number	Question 12
ID	LPIO3343
Full Name	Mrs Victoria Bate
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO3360
Full Name	Mrs Diana Calderwood
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Berkhamsted has limited opportunities to improve infrastructure particularly roads & transport due to narrow linear valley with steep sides and narrow streets within. The rail and canal have limited narrow crossings in forms of single lane bridges which are historic and very much part of the character. Traffic is congested and parking very limited.
Include files	
Number	Question 12
ID	LPIO3386
Full Name	Mr Phil Sawyer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	You will only make it worse for people to move around by building more houses. We already have too much traffic , not enough parking and too many congested areas.
Include files	

Number	Question 12
ID	LPIO3392
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>There is no mention air pollution which is one of the worst problems facing the local towns.</p> <p>In the past Herts CC has done nothing to instil confidence in their traffic planning.</p> <p>Some twenty-five years ago they significantly narrowed the High Street in the centre of Berkhamsted despite local objections. This narrowing is a major cause of traffic congestion for traffic flowing east/west through the town.</p> <p>They recently installed traffic light at the south end of Kings Road and now there are major traffic jams on the southern approaches to the town.</p> <p>Proposed development sites in Berkhamsted would increase car usage by some 25% and vastly increase congestion and pollution problems.</p>
Include files	
Number	Question 12
ID	LPIO3420
Full Name	Mrs Ann Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Kings Langley is at the thin edge of the wedge as traffic from anywhere north which wants to access the M25 funnels down the A41 or A4251. Both of these roads cannot cope with traffic levels at rush hour now. The area will be overwhelmed if the level proposed around the village is built.</p> <p>In some areas there is literally no room for any more cars eg the parking onto Red Lion Lane from the former Sappi Graphics Site. Greater restrictions on developers to provide adequate spaces within a proposed development is essential. In this area you can travel north/south with difficulty but east west without a car is almost impossible within a reasonable length of time.</p> <p>To assume you will limit car use but not providing parking is foolish in the most polite terms.</p>
Include files	

Number	Question 12
ID	LPIO3512
Full Name	Mr Ashley Martin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Berkhamsted is a linear, long and narrow town lying in a steep valley. The Key Transport Issues ignore the fact that people will not walk or cycle to and from the proposed developments increasing yet further the traffic congestion in the town.
Include files	
Number	Question 12
ID	LPIO3571
Full Name	Mrs Sandra Jackson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>You state " Modelling undertaken for the Core Strategy and Site Allocations DPD indicate that the additional traffic generated through new development can be accommodated on the road networks (subject to some improvements to key roads and junctions)." The modelling must be wrong. It is not possible to travel with ease through Dacorum at present, so adding countless more housing will only exacerbate the issue, with a poorer quality of life for all residents and increasingly poor air quality.</p> <p>Trains are already at capacity.</p> <p>Cycling is fine for leisure during fine weather, but not an option during darkness without dedicated cycle lanes, and certainly not suitable for poor or winter weather for commuting purposes.</p> <p>Parking allocations at existing recent developments are ridiculously short of what is actually needed. I refer you to Red Lion Lane in Kings Langley for a good example of where too many properties have been built without addressing the need for the residents to park somewhere. Simply removing car parking allocations is pointless because residents need to park. All green-minded policies are not suitable for real-world living.</p> <p>Two Waters/Apsley development will completely clog up traffic flow for ever, because insufficient consideration</p>

	<p>has been given to what residents actually need. The plans I have seen indicated that there are no existing traffic problems through Apsley, but the reality is it is a nightmare all day. With all the new developments in Featherbed Lane, and with further housing to follow, the reality is that the policies do not match the needs.</p> <p>Don't get it wrong again in this consultation as you have so many times before, please.</p>
Include files	
Number	Question 12
ID	LPIO3654
Full Name	mr jason funnell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	the proposed kings langley sites dont appear to have infrastructure considered
Include files	
Number	Question 12
ID	LPIO3716
Full Name	Mr Peter Howard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Any further new building will add to already overloaded transport links in the south of Dacorum, especially at peak hours. This will mean increased congestion to road and rail links. In Kings Langley, the A4251 is constantly busy, with tailbacks lasting up to 2 hours from Shendish to the M25 at peak hours. The existing road already takes traffic from Apsley, Bovingdon, Chipperfield, Hemel Hempstead, Berkhamsted and Tring and is already unsuitable.</p> <p>On trains, there is standing room only at peak hours from Kings Langley to Euston, due to the large numbers of passengers boarding at stations between Tring and Apsley, as well as the increased population in Abbott's Langley</p>
Include files	
Number	Question 12
ID	LPIO3746
Full Name	Mr Richard Sidwell

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The local road network is already over-loaded, how can 5.5.7 make any sense? Heavy traffic is common through Kings Langley/Apsley at many times of the day, not just peak times and getting out of Kings Langley at peak times can take around 30 minutes. The trains, which will hopefully improve now London Midland have lost their franchise, are frequently delayed & cancellations are common. The recent development of Nash Mills obviously has far too few parking places as parking on Red Lion Lane makes the road hazardous to use. The current application in Kings Langley for an old person's development also has far too few parking spaces. A clear indication of poor planning & I don't see anything here to suggest things will improve.
Include files	
Number	Question 12
ID	LPIO3754
Full Name	Mr Anthony Warren
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The roads around junction 9 to st albans are already at capacity in rush hour nor do you consider the already overloaded "Thameslink" rail link
Include files	
Number	Question 12
ID	LPIO3813
Full Name	Mrs Suzette Phair
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Existing infrastructure issues are not currently being addressed, which is resulting in inadequate parking provisions in recent developments that creates congestion on the roads and transport links are

	overstretched when one incident can cause major gridlock throughout the area.
Include files	
Number	Question 12
ID	LPIO3821
Full Name	Mr Michael Arrowsmith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The roads, both trunk and local in the borough are already congested, particularly but not only at peak times. Insufficient consideration is being given to the impact that further housing development will have on a transport network that is already physically expansion constrained. This not only applies to roads but also to rail. The lack of parking at stations and the overcrowding of trains is already am major problem. These problems will only get worse particularly as much of the housing development is likely to led to increased commuting to London. It already takes over half an hour at peak times to get from Maylands to Hemel Hempstead railway station. The traffic problems will be exacerbated by large scale developments which supports the conclusion of smaller more dispersed developments.
Include files	
Number	Question 12
ID	LPIO3883
Full Name	Miss D Bryant
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Kings Langley is already congested without further development. Travelling by train from Kings Langley, in rush hour there's standing room only, car park full - oh it's ok lets park outside someone's house all day. With the increase of more cars on the road people do not feel safe cycling. The 2 Councils in Kings Langley should communicate and make decisions looking at the village as a whole We already have issues with the lack of parking at the Oualtine. What are the parking plans for the Link Road development under Three Rivers District Council?

	Dacorums current housing developments do not include enough parking either, look at Red Lion Lane. We have a Fire Station in Kings Langley look at the parking at the bottom of Common Lane.
Include files	
Number	Question 12
ID	LPIO3931
Full Name	Mr John McCombe
Company / Organisation	
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 12
ID	LPIO4050
Full Name	Mr Alan Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The only main roads in Kings Langley head south to north and are, without exception, overloaded by traffic from outside the village heading for the M1 and M25. The only transport links run north to south and consist of two bus routes, one of which only runs once an hour and finishes early evening. The other service offers 3 buses an hour during the week, two buses an hour on a Saturday and one bus an hour on a Sunday. All their services finish no later than 9pm. This is because most people use - and will continue to use - their cars because the transport system is not sufficiently reliable. Travelling east or west invariably leads up steep hills as Kings Langley is situated in the Gade Valley; it is hard enough walking up some of these roads and is rarely attempted on a bicycle. Arriva and Mullaney buses are not going to provide more services as they would not be viable.
Include files	
Number	Question 12
ID	LPIO4124
Full Name	Mr Graham Hoad
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Bus service reduction, poor access to Tring Station particularly at night, lack of parking at Tring Station, excessive on street car parking and aircraft noise in summer are all issues for Tring residents.
Include files	
Number	Question 12
ID	LPIO4264
Full Name	Mrs Caroline Hargrove
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	5.5.2 Access to major routeways is a huge issue for residents of Kings Langley ,Bovingdon and Chipperfield. there is no acknowledgment of this here despite further development plans proposed We pay massive rates to Dacorum to provide roads- there is a basic expectation that traffic is not continually an issue, Surely reasonable progress by car is not an unreasonable expectation in a rural village. there has been a significant degradation recently.
Include files	
Number	Question 12
ID	LPIO4266
Full Name	Mr Philip Homer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Most Definitely not. Dacorum borough has a demonstrable history of approving planning applications for large scale developments that never give proper thought to the amount of parking required and the density of dwellings in general. Apsley lock is impossible to negotiate due to the vast numbers of cars parked on the roads.

	<p>Nash Mills Wharf is the same a quick trip along Nash mills lane proves this it has been rendered virtually useless as a road due to the lack of parking provision in Nash Mills Wharf.</p> <p>Ovaltine ditto</p> <p>In terms of the roads I cannot really see that any thought has ever been given to the impact of new developments on infrastructure either in the placement of those developments or improvement of infrastructure prior to those developments or the provision of money by developers for improvement of the infrastructure.</p> <p>The amount of residences in Kings Langley has grown by 25-30% in the last 10 years (possibly less) always with the promise of local infrastructure improvement which has never materialised. The roads have remained the same no extra trains stop at the station, we cant even get the potholes fixed.</p>
Include files	
Number	Question 12
ID	LP104293
Full Name	Mr Bruce Morris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Easy to draft nice plans but Berkhamsted still struggles with traffic and parking. Given the narrow streets and the valley topography these issues will not go away and any belief that cycling and walking is the answer is wishful thinking. The following quote from the Hertfordshire County Council 2013 Bikeability Audit Report on Berkhamsted is useful given the Developers keep placing emphasis on providing Cycle Routes. "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" and "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>
Include files	
Number	Question 12
ID	LP104355
Full Name	Mr Adrian Bate
Company / Organisation	
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 12
ID	LPIO4394
Full Name	Mr Clive Thomas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Your track record allowing housing development and creation of major parking issues, blocked roads and congestion through the complete disregard for the impact on infrastructure - one wonders what will different this time around?
Include files	
Number	Question 12
ID	LPIO4421
Full Name	Mr Robert Bailey
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 disingenuous to say that residents living in the new proposed areas up at the top of the valley bordering the A41 will walk or cycle down into the town to access amenities. Residents currently living half as far away already use their cars as no account is being taken of the topography and therefore the difficulty for example in carrying heavy shopping or pushing a pushchair up such a long steep slope.
Include files	
Number	Question 12
ID	LPIO4473
Full Name	Mrs Alison Williamson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The transport links in and around Kings Langley are extremely bad, particularly during rush hour. Traffic can be backed up through the village to get to the M25 roundabout or the station. They are also nose to tail on the A41. The station car park often has no parking spaces if later than about 9am. There is standing room only on the limited services that stop at Kings Langley. Over the years these problems have worsened. If there is any closure or problem on the A41 Kings Langley by pass, you cannot get into the High Street. increasing development locally on a substantial scale will bring many more cars to the area and a definite worsening of the problems that the plan does not take account of. Parking in the area has also increased significantly with many homes not having enough allocated space for the number of vehicles. this is an increasing problem with new developments not being allocated enough parking space on the plans.
Include files	
Number	Question 12
ID	LPIO4567
Full Name	Dr Alasdair Malloy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The transportation issues regarding the A41 and the road through Kings Langley have not been sufficiently taken into account. There is no room for expansion of these already overcrowded routes.
Include files	
Number	Question 12
ID	LPIO4661
Full Name	Mr Patricia Wheway
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Additional traffic cannot be accommodated in Kings Langley and South Hemel which is already extremely congested. Two Waters is also extremely busy and chaotic especially around the retail park with Pets at Home on. It is already dangerous with traffic coming from all directions. The area around Aldi is backed up

	<p>with traffic trying to get into the car park which spills out onto the main road.</p> <p>The trains are full the car parks are overflowing. There needs to be a serious financial investment in roads, car parks etc before any more houses are build.</p> <p>There have already been over 2,500 houses built between Kings Langley and Hemel in the past 15 years with virtually no increase in infrastructure. Plus growth in Hemel and other towns and villages. This is already affecting quality of life of residents.</p>
Include files	
Number	Question 12
ID	LPIO4689
Full Name	Mr Keith Bradbury
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The adverse effects of increased car numbers hasn't been adequately considered.
Include files	
Number	Question 12
ID	LPIO4725
Full Name	Mr Paul Molyneux
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Whilst traffic flows have been modelled, more focus and consideration to traffic should be included. The area is already very congested at peak times, and these need specific considerations.
Include files	
Number	Question 12
ID	LPIO4769
Full Name	Mrs Joanna 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>No-one cycles in Berkhamsted because there is too much car traffic, we live in a valley surrounded by hills and it is not safe enough. New development at top of Durrants Lane is too far easy for people to cycle let alone walk. Transport is already compromised ion Berkhamsted - High street is often congested. There are queues off the A41 to get onto Shootersway. We are constrained by the canal and the bridges over it. Local Schools try hard to encourage children to walk to school.. more should be done here.</p> <p>Parking is a key concern for residents and visitors.. but we do not want a great big empty car park in the middle of town</p>
Include files	
Number	Question 12
ID	LPIO4821
Full Name	Dr Jane Leithead
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 current appalling traffic and parking situation in Kings Langley clearly demonstrates that further development would be disastrous for existing and new residents. There simply is no provision for the bulk of the new residents, who, despite the intentions of the planners, would mostly be adding cars to the road daily, rather than walking/cycling as is hoped. This is because the employment opportunities are not accessible on foot/bicycle for most existing residents,so I see no reason why the new ones would be any different.</p>
Include files	
Number	Question 12
ID	LPIO4849
Full Name	Mr Simon Scott
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 plan has been developed out of sync with the plans for the WCML; the government has a business case from Network Rail to bring Digital Railway to the WCML I understand; that is estimated to increase capacity by at least 10% which would have significant impact on Dacorum (positive and negative!).</p>

Include files	
Number	Question 12
ID	LPIO4852
Full Name	
Company / Organisation	Watson Howick
Position	
Agent Name	Mrs Julia Riddle
Company / Organisation	Castle Planning
Position	Director
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The draft Plan covers issues related to roads, transport and accessibility. It is vital that development is pursued which can make best use of sustainable transport links. The sites to the east of Tring, such as at Cow Lane/ Station Road (site tr-h4) are in accessible locations, in proximity to the train station and directly onto main roads which benefit from existing bus routes, which would minimise the need to travel and limit traffic into and through main settlements.</p> <p>The site tr-h4 would also be capable of delivering safe and sustainable walking and cycling links to the train station as part its development both this site, whilst also creating through routes from other sites being considered as part of this Plan, such as tr-h5. This would assist in meeting wider sustainability aspirations and this should be considered in the assessment of sites and in the context of this transport policy.</p>
Include files	
Number	Question 12
ID	LPIO4854
Full Name	Mr Abel Leathem
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 do not think it is responsible in the current age for any section of local government to state that local transport / roads usage is not part of our remit and therefore we will generate housing plans that pay directly fly in the face of all currently known issues and will only exacerbate the problem. In order for a council to operate responsibly and care for the people in their area they MUST consider all ramifications of there plan, otherwise they are being criminally irresponsible and should be both organisationally and personally fined for any excessive disruption caused by ignoring known issues.</p>

Include files	
Number	Question 12
ID	LPIO4882
Full Name	Mrs Beverley Griffiths
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Berkhamsted is a very congested town, it takes a lot of patience to drive around the town particularly near the town centre where the narrow streets are full with parked cars and it is very difficult to pass through. There has been no traffic easing in the ten years I have lived in Berkhamsted and there has been no accommodation of this for the new developments which have recently been added.
Include files	
Number	Question 12
ID	LPIO4903
Full Name	Mr Padraig Dowd
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 absence of a HCC plan is a problem by itself and what is not apparent is the extent to which DBC feeds into and have authority to have its views included. Consultation and sharing of views is fine but decision making is key. HCC may have its 2030 plan but without integration with a final, agreed development plan, there will be gaps.</p> <p>HCC typically provides a high-level plan which does not focus on local issues.</p> <p>You have not considered what type of towns you want in the future and built around future demographics. This drives what is required by all types of residents as regards transport and transport links. What scenarios do you envisage for 'transport' in 2030,2040 and beyond, either market driven or by a planning vision?</p> <p>Some more provocative elements to consider are:</p> <p>Totally free DBC bus services that are more numerous and frequent</p> <p>'Uberisation' of town centres offered and managed by DBC</p> <p>Facilitation of clean energy cars</p>

	<p>Removal/reduction of heavy goods vehicles from residential areas</p> <p>Parking rules on all streets either it is ok and then provision of additional throughways</p> <p>Accommodation of future transport requirements such as online delivery trucks</p>
Include files	
Number	Question 12
ID	LPIO4984
Full Name	Mrs Nicola Botha
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 statement "5.5.7 Modelling undertaken for the Core Strategy and Site Allocations DPD indicate that the additional traffic generated through new development can be accommodated on the road networks (subject to some improvements to key roads and junctions)." Is clearly not written by anyone that has visited Kings Langley at peak rush hour or anytime throughout the day. Traffic is chaos, queues form from 7am, roads are not wide enough to accommodate the current level of traffic and without making the entire route into Watford and beyond less of a total log jam nothing will improve.</p> <p>The new train timetable out of Euston has only a train to kings Langley departing at 17.34 and then 40 minutes later at 18.12, tell me how this supports current train demand for commuters from the village, let alone if this situation is worsened with higher density.</p>
Include files	
Number	Question 12
ID	LPIO5021
Full Name	Mr Chris Lumb
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Although there is some mention of 'capacity' of the railway line that provides access to London and to the North from most places in the Borough, little is implied in terms of parking provision for people within the area who wish to commute to Watford, London, or beyond. There is clearly insufficient parking at Tring station, and the two-storey car park at Berkhamsted station is frequently completely full. Whilst it may be convenient</p>

	<p>to suggest that this is a problem for the railway companies to resolve, in practice there is an enormous amount of parking on the public roads on the part of people who either cannot find a space in the station car parks, or who cannot afford the extortionate parking charges levied by the train companies. This is a problem that will not go away, and it needs to be addressed.</p> <p>Despite what is being said, there is little indication that Hertfordshire County Council or the Borough Council are serious in tackling local road transport issues. Perhaps the most helpful thing would be to work towards the removal or alleviation of those locations where long traffic jams occur in the morning and evening 'rush hours' by improving the sequencing and/or arrangement of those traffic lights that do exist. In particular, the separate traffic lights at the Box Lane and Felden Lane junctions with London Road should be combined and properly coordinated.</p> <p>All these problem need to be sorted out NOW, without waiting for a new Plan to be finalised.</p>
Include files	
Number	Question 12
ID	LPIO5071
Full Name	Mrs Lucy McRae
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Kings Langley High Street is already a bottle neck. If the proposed housing developments go ahead, where are all these additional cars going to go? And if the A41, M1 or M25 suffers a problem, our little roads cannot cope as it is with the extra traffic. There is no space to create new roads already!
Include files	
Number	Question 12
ID	LPIO5145
Full Name	Mrs Christine Ridley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The problem of current pollution, mentioned in the scoping document, which reads "All the key roads in south-west Hertfordshire are under pressure from heavy levels of traffic, and associated congestion, which has

	<p>adverse effects on air quality, quality of life and the local economy" has not been addressed and is bound to get much worse with the increased amount of traffic the proposed development would cause.</p> <p>The current problems of traffic pollution are not being properly addressed, and there are places in Hemel and Berkhamsted where NOx emissions exceed recommended amounts by a considerable degree, putting residents health at risk. No further development should take place before these problems have been sorted.</p>
Include files	
Number	Question 12
ID	LPIO5159
Full Name	Mrs Ruth Bareham
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 Local Plan does not relate to the existing issues faced within the villages. Kings Langley has one primary route through the village which is bottle necked with existing traffic let alone considering the impact of adding more houses. Whilst the nearby A41 and M25 provide additional vehicular transport connections, these too are often backed up at rush hour. Additionally, train connections into London are already extremely busy. To suggest an increased focus on cycling and walking should be considered a redeeming factor seems to ignore the fact that people do not necessarily live and work in the same locations (particularly those who have chosen to live in more rural but commutable villages).</p>
Include files	
Number	Question 12
ID	LPIO5182
Full Name	Mr Martin 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 current transport network can barely cope with the amount of traffic there is now, more development will only make it worse and parking is always underestimated. The vast majority of people don't and won't cycle or use public transport, it's fantasy to think people will suddenly start.</p>

Include files	
Number	Question 12
ID	LPIO5208
Full Name	Mr Gareth Morris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The plan does not address the existing traffic congestion and parking difficulties around Tring and Berkhamsted in particular. HCC may have a good modelling tool, but the reality for most people is already painful and only going to get much worse. Without significant transport infrastructure investment, even the proposals for Hemel would be impossible for businesses and commuters.
Include files	
Number	Question 12
ID	LPIO5242
Full Name	Mrs Catherine Anderson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Modelling is indeed an inexact science, and often makes very inaccurate projections. This provision is too vague, and guarantees nothing
Include files	
Number	Question 12
ID	LPIO5251
Full Name	Mr Nicholas Ring
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I suggest that the traffic modellers get out and see the congestion on the local roads around kings Langley for themselves. The road infrastructure is barely able to cope with the current level of journeys by car.

	<p>The hilly nature of the local terrain is fine for recreational cycling but the planners are wrong in thinking that commuter cycling is the answer to reducing vehicle journeys.</p> <p>It will be interesting to see what recommendations the Council will be making with regard to parking, especially in Kings Langley?</p>
Include files	
Number	Question 12
ID	LPIO5253
Full Name	Mr Nicholas Ring
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO5268
Full Name	Mr Gary Ansell
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 do not believe that DBC planners consider properly and practically how much parking is required when allowing development. The Sappi Graphics site at Nash Mills has been redeveloped with the consequence that there are not enough parking spaces on the site, therefore residents of the new houses now have to park along Red Lion Lane which is becoming dangerous to negotiate early morning and during the evenings. This aspect needs to be considered in the local plan as well as the impact all the additional cars will have on congestion.</p>
Include files	
Number	Question 12
ID	LPIO5316
Full Name	Miss Giulietta Cinque
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Kings Langley has small roads that are already so busy that cars can't get through unless they are single line traffic. No new bus routes have been included, there isn't enough parking already. If the proposed houses are built it will be even more chaotic and impossible to live in the village.</p> <p>New building in the last 20 years has already produced visible impacts in terms of both traffic congestion, commuter train travel and parking difficulties. Additional parking is needed now, but this is clearly not the long term answer. A large increase in motor traffic into the village is simply not sustainable into the future.</p> <p>We need to start now to develop strategies to change human behaviour and remove the need for people to access the town centre by car at busy times, or any time, and to discourage car ownership or at least promote the use of smaller, more ecological cars where the need for one can't be avoided. Encourage smaller families.</p> <p>I agree with someone who has suggested, Develop and upgrade safe walking/cycling/battery scooter routes to village centre, Develop low cost electric bus routes to all fringe housing areas with direct routes and not more than 15 minute intervals.</p>
Include files	
Number	Question 12
ID	LPIO5481
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>It is illogical to exclude large sites in excess of 3000 which should be included in the assessment as they provide the best opportunity to provide the necessary additional infrastructure.</p> <p>The cumulative impact of small scale developments including windfall on infrastructure requirements cannot be underestimated and should be assessed especially in our market towns. An assessment of the infrastructure requirements arising from a steady accumulation of "small sites" is needed, with a view to estimating future needs. <i>A 'Master Plan' for the locality would be desirable so that piecemeal development can be planned for.</i></p> <p>Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis</p>

	<p>needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.</p> <p>In Section 5.5.1 it is stated “ ... policy requires plans to direct growth to ‘sustainable locations’ which enable maximum use to be made of public transport, cycling and walking ...” few of the proposed sites in Berkhamsted enjoy immediate access to public transport. There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre.</p> <p><i>Nothing has changed since the 2012 enquiry. The Section on Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments.</i></p>
Include files	
Number	Question 12
ID	LPIO5576
Full Name	Mr Michael Ridley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The local roads are currently at peak capacity or above, and there are no realistic proposals to mitigate the considerable extra burden that will be imposed.
Include files	
Number	Question 12
ID	LPIO5609
Full Name	Mrs Christine Cosgrave
Company / Organisation	
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 12
ID	LPIO5672
Full Name	Mr Alastair Greene
Company / Organisation	Little Gaddesden Parish Council

Position	Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO5717
Full Name	Mr Quentin Ross-Smith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	In Kings Langley we are already highly congested with traffic. Additional development will only make this worse. With regard to parking, the new development in Nash Mill Lane/Red Lion Lane, is a good example of not enough parking spaces, cars are now parked on the pavement. The car park off Langley Hill has now been included in the parking from the development of the Village House on the High Street and also the new care home, Cars are now being parked on York Close because the carpark can no longer accommodate them. People are now parking in this car park and walking to the railway station so as not to have to pay the parking fee at the station and this is before any new development.
Include files	
Number	Question 12
ID	LPIO5736
Full Name	Dr Lucy Murfett
Company / Organisation	Chilterns Conservation Board
Position	Planning Officer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Add coverage of air quality. As well as impacting human health, research shows the effects of air pollution on the natural environment (see Plantlife report We Need to Talk About Nitrogen http://www.plantlife.org.uk/uk/our-work/policy/nitrogen). Nitrogen deposited from the air and in rain enriches the soil, favouring species like nettles and dock, to the detriment of rarer plants. The proximity of the Chilterns

	<p>Beechwoods Special Area of Conservation to the road network in Dacorum makes this a particular issue. The Site Improvement Plan for the Chilterns Beechwoods (http://publications.naturalengland.org.uk/publication/6228755680854016) identifies that atmospheric nitrogen deposition exceeds the critical loads for ecosystem protection.</p> <p>The Chilterns Conservation Board considers that growth in traffic in and across the Chilterns AONB should be limited to address air quality, this may require limiting development until vehicles are cleaner.</p>
Include files	
Number	Question 12
ID	LPIO5789
Full Name	Mr Brian Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	inadequate. new developments must have provision for home parking or we end up with more congested streets like many of the roads in the conservation area of Berkhansted.
Include files	
Number	Question 12
ID	LPIO5790
Full Name	Mr Colin Colin Little
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Bovingdon is already overcrowded with major traffic congestion, parking issues and services (Schools/Doctors/Dentists) at or near capacity. Too much talking and not enough action has resulted in the issue getting worse. These issues should be addressed immediately.
Include files	
Number	Question 12
ID	LPIO5838
Full Name	Mr Michael Lelieveld
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>A large number of approved (but not yet built) developments and proposed new sites in Berkhamsted are at ridge-top locations where the geography results in a heavy reliance on cars. The absence of public transport – in particular a shuttle bus service to and from town - means that the Local Plan should place far greater emphasis on the impact of greater car use on the air quality and road congestion. This is a particular concern in the Shooterway area where significant numbers of children and parents walk to and from surrounding schools. Air quality is also an issue in the High Street which is at the bottom of the Bulbourne valley and hence accumulates airborne toxins, especially on still days. Traffic volume on the High Street is also a concern. Congestion has increased over the last 18 years to such an extent that it mirrors levels not experienced since before the A41 bypass was constructed.</p> <p>When we raised these concerns with DBC staff at the Exhibition at the Civic Centre, they speculated that we might see breakthrough transport technologies in the future, such as a public electric bike hire scheme. Given that most of the sites identified in the Shootersway area are at the ridge-top and would be for development in 0-5 years, this feels highly unlikely.</p> <p>The capacity of rail transport to Watford, London, Milton Keynes and other employment centres on the London Midland and Southern rail lines needs particular attention. Commuters from Berkhamsted benefit from peak hour trains which originate from Tring but further large-scale development of both towns could result in more overcrowding of trains starting at stations north of Hemel.</p> <p>Reducing demand for car parking in Berkhamsted town centre needs particular attention. As noted above a shuttle bus to and from the ridge top streets would be of great benefits to residents there. The creation of additional free motorcycle parking bays in the town's car parks would also help. At present, there is only one bay in the Council car park on Lower Kings Road - plus a bay in the railway station car park but this is used by rail commuters and is always full/over-capacity.</p>
Include files	
Number	Question 12
ID	LPIO5863
Full Name	Mr Grahame Partridge
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"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.
Include files	
Number	Question 12
ID	LPIO5942
Full Name	Ms Fiona Coulling
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 congestion in Kings Langley is not confined to peak periods and in cases where there is an accident on the M25, A41 or M1 large volumes of traffic are diverted through the high street which is unable to cope with the additional volume. Therefore any housing development would add further pressure to the high street and surrounding roads.</p> <p>In addition the proximity of the Three Rivers Boundary and potential for development sites that would further increase traffic in the vicinity will need to be considered in order to provide a more comprehensive understanding of the impact.</p> <p>There are high levels of pollution generated by the M25 when traffic is slow moving and the end of the A41- M25 junction often has stationary traffic.</p> <p>With increased traffic on the high street this will create additional pollution, which due to the topography of the valley builds up and takes longer to dissipate.</p>
Include files	
Number	Question 12
ID	LPIO5984
Full Name	Mr Paul Craig
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	House building goes ahead but the development model is broken because repeatedly developers are able to renege on delivering on their commitments to social / lowcost housing and supporting infrastructure.
Include files	
Number	Question 12
ID	LPIO5999
Full Name	Mrs Pauline Hughes
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 current traffic issues do not seem to be recognised by HCC. They accept flawed, biased Traffic Assessments by developers, allow supermarkets to be built at major junctions and are unable to provide smarter traffic lights that can actually help traffic flow. They allow parked cars to block pavements on major roads, which also restricts traffic flow. Prams, wheelchairs cannot use the pavements.</p> <p>Transport Plans seem to be just box ticking exercise, why else would they pass planning permission for hundreds of underground car parking next to a station and bus terminal. How about getting affordable parking AT the station?</p>
Include files	
Number	Question 12
ID	LPIO6006
Full Name	Mr Chris Gee
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Tring - Station Road. Already too narrow for existing traffic volumes, would not be able to accept additional traffic.</p> <p>Station Road footpath - already unsafe, too narrow, unlit, poorly surfaced.</p> <p>What assurances are there that these issues would be addressed with additional development taking place?</p> <p>Tring Station: Current facilities are substandard, with considerable queues at ticket windows at peak hours</p>

	and generally. Again, what assurances are there to upgrade facilities?
Include files	
Number	Question 12
ID	LPIO6021
Full Name	Mr Julian Cacchioli
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Tring has a vibrant town centre and this is certainly attributable to the fact that it is accessible, not overcrowded and has sufficient and reasonably priced parking. To jeopardise that in any way would undoubtedly bring about the demise of Tring town as a viable trading centre, thereby killing the heart of the town, eliminating jobs and making it a less desirable place to live in.
Include files	
Number	Question 12
ID	LPIO6048
Full Name	Mr M Hugo
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The suggested developments on sites Tr-h1, Tr-h2 and Tr-h3 will substantially add to the numbers of people already using Tring station. Car parking facilities at the station are already inadequate with the park full before the end of the peak time travel period during the week. Access to the station is via Station Road from Tring and Northfied Road from villages to the east both minor roads and congested both in the mornings and evenings. There is little evidence that these limitations have been considered.
Include files	
Number	Question 12
ID	LPIO6066
Full Name	Mr Fred Preston
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Roads are already very heavily congested and although "parking" is mentioned as being under review the track record is far from adequate as evidenced by the vehicles parked half on the pavement lining the entire length of Nash Mills / Red Lion Lane every night. The parking arrangements are clearly inadequate for the nearby development. Reassurance needs to be given that adequate parking is accommodated in any developments.
Include files	
Number	Question 12
ID	LPIO6190
Full Name	Mrs Helen Smith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There has been a significant increase in traffic through Kings Langley following the development of Apsley Lock and Nash Mills. Nash Mills in particular has totally inadequate parking on the basis that people will use public transport. It seems unlikely that developers will forfeit house numbers for parking spaces. Due to the topography of the area, all transport is along the valley and any I can not see that this can be altered easily to take the pressure off the existing routes. Cycling is not feasible for many with the steep hills.
Include files	
Number	Question 12
ID	LPIO6214
Full Name	Ms Ann Hetherington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I'm not sure how the modelling works but it doesn't reflect the reality on the ground. Tring High St suffers from major blockages when there are deliveries in particular. My local roads require care to negotiate as only one car can get through at a time. We are already at capacity and need a thoughtful strategy to ensure the roads don't block up here in Tring.

	<p>You already have a new development for around 200 houses planned which is at the far end of the town which seems in direct contradiction to 5.5.1.</p> <p>The train station doesn't have enough parking for current residents. The buses stop at 7pm meaning that there isn't usually an option of choosing to go by bus (especially as off peak rates mean you have to catch a return train after 7).</p> <p>The transport infrastructure is close to stretched at the moment so housing and infrastructure need to be developed in tandem, for me for one to have any confidence that the effect of housing plans have been thought through.</p>
Include files	
Number	Question 12
ID	LPIO6221
Full Name	Miss Lucy Muzio
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO6260
Full Name	Mr Brian Goddard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO6268
Full Name	Mr Nicholas Ring
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 statement on traffic modelling that the additional traffic generated through new development can be accommodated on the current road networks is misleading.</p> <p>I suggest the modellers get out and see and actually monitor the current traffic levels on the local roads.</p> <p>It will be interesting to see the Council's guidance on parking.</p>
Include files	
Number	Question 12
ID	LPIO6278
Full Name	Mr andrew miller
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Until major transport improvements are made then the proposals for developments will see an exponential increase in congestion.</p> <p>The existing infrastructure for cyclists is virtually non-existent making it difficult to cycle safely.</p>
Include files	
Number	Question 12
ID	LPIO6291
Full Name	Mrs Beryl Irvine
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Cyclists and pedestrians need better protection, more cyclist lanes
Include files	
Number	Question 12
ID	LPIO6320
Full Name	Mr Alastair Macdonald
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The key issues are covered, but particular care needs to be exercised with parking for new developments. A recent development on Brook Street in Tring highlights the lack of parking included in the plan for a new block of flats - cars are now routinely parked on the road reducing its width and making the pavement impassable.
Include files	
Number	Question 12
ID	LPIO6354
Full Name	Dr Melvyn Else
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Standing traffic creates more pollution than moving traffic. Northchurch has the worst pollution levels within DBC and Berkhamsted is little better. Sites off Durrants Lane and others will merely add to today's problems
Include files	
Number	Question 12
ID	LPIO6394
Full Name	Mr Patrick Walsh
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	* We currently suffer multiple traffic queues each day. An additional 1000+ households will exacerbate this problem. * Cycling to work is currently the preserve of the intrepid few. It becomes unthinkable with the proposed plan for Kings Langley.
Include files	
Number	Question 12
ID	LPIO6408
Full Name	Mr Giles Barker
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 agree and will add to previous comments:</p> <p>In 5 5 2 you list your key issues on transport. The initiative claims that it is only in control of one element and that is local roads. From 5 5 3 to 5 5 10 by concentrating on roads it claims that control of all other forms of transport are beyond the influence of DBC.</p> <p>The lack of impact assessment of the surrounding areas, caused by the increase in traffic, cannot be left solely to Highways England and other agencies / Boroughs to resolve without significant funding and input from this initiative. The lack of definitive options has therefore meant traffic modelling and the resulting traffic impact is not yet known for the villages and the surrounding areas. Traffic modelling needs to inform the options rather than let the options inform the traffic modelling as is the case with the current proposal.</p> <p>In order to propose a suitable approach, which does not significantly increase congestion, pollution, traffic and transport delays, this initiative and its contractors will need to work with Highways England and other stakeholders in order to define suitable investment in traffic modelling between strategic areas to avoid a complete grid lock during peak hours. This is especially the case at the roundabout interfacing between the A41 and the M25.</p> <p>Without major investment in transport planning and a result investment in civil engineering, transport and traffic solutions - public, private and freight transport will all be negatively affected which will have a major negative impact to schools, local residents and businesses as well as the residents and business of the surrounding areas.</p>
Include files	
Number	Question 12
ID	LPIO6421
Full Name	Mrs anna silsby
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 parking situation around Hemel Hempstead translation is not specifically mentioned and does affect thousands of people on a daily basis. The is not sufficient parking; and the road system around the station cannot cope with the volume of traffic as a result of people needing to be picked up from the station because they cannot park there. It regularly takes me 15-20 minutes at 18.50h to even get onto London Road from the HH translation parking because of the congestions.</p>

Include files	
Number	Question 12
ID	LPIO6429
Full Name	Mrs Rachel Macdonald
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Where is the improvement to local transport links and roads. Traffic flow is restricted round the High Street, Schools and residential areas as there is not enough parking for current car population. so many cars are parked along the roads and pavements. This can cause problems for emergency services getting through to where they are needed. Tring Station struggles with the amount of passengers and car parking is often full
Include files	
Number	Question 12
ID	LPIO6430
Full Name	Mrs Doreen Woods
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Lack of public transport is highlighted in the plan but will anything be done? The bus service through Bovington to Watford has been reduced yet again. If I want to go to London there are few buses to and from Hemel Hempstead station, especially in the evening. So I have to use my car but then find that there is no parking space at the station!
Include files	
Number	Question 12
ID	LPIO6528
Full Name	Mrs Laura Bainbridge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	The local areas already cannot cope with traffic and numbers and with the proposed new developments it will become a continual traffic jam
Include files	
Number	Question 12
ID	LPIO6540
Full Name	Mr Andrew Bainbridge
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 infrastructure in Kings Langley, Apsley and the surrounding areas are currently is already.</p> <p>The roads are regularly congested and cannot cope with the traffic. There are already too many cars and too much traffic in the area. Every day there are long traffic jams on the roads especially, on London Road and Hempstead road. Every morning and afternoon there is severe congestion and it can take up to an hour to travel just a 2-3 miles.</p>
Include files	
Number	Question 12
ID	LPIO6541
Full Name	Mr Andrew Lambourne
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>You say that Dacorum has the following transport issues:</p> <ul style="list-style-type: none"> • Poor east-west public transport links; • Capacity of strategic and local road network; • Capacity of Euston to Glasgow (West Coast main line) railway; • The poor quality of some of our railway stations; • The ongoing reduction in local bus services and increasing fares; • Balancing the needs of car and other road users (i.e. pedestrians and cyclists); • Ensuring appropriate levels of parking are provided with new development; and • Impact of expansion of Luton airport (particularly for those areas under the flightpaths). <p>You then say that Hertfordshire County Council (HCC) is the local highway authority and is therefore responsible</p>

	for the majority of transport policies and schemes in the area. Is therefore it the case that HCC is not doing an adequate job in this respect, and if so then how will Dacorum challenge them to do better, or should Dacorum operate its own transport model?
Include files	
Number	Question 12
ID	LPIO6555
Full Name	mrs gillian marin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	road and rail usage is only likely to go up. any plans which do not fully address this i.e. talk about walkways and cycle paths are simply fanciful. people are not going to suddenly get out on their bikes just because you built a cycle path.....particularlry if its on an incline.
Include files	
Number	Question 12
ID	LPIO6595
Full Name	Mr
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There is no evidence to suggest you have!!!
Include files	
Number	Question 12
ID	LPIO6651
Full Name	Mrs Victoria Janaway
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I refer to the following points for my objection:

	<p>5.5.2 I commute daily to London, the trains and station are already over-crowded. There is a significant volume of people using the trains, that means the station is already congested. Has modelling been undertaken, to understand how the increased volumes would affect the commuter volumes and not impact on journeys, or safety at the station itself, as the platforms are already crowded at peak times.</p> <p>5.5.8 "The need for further new or improved transport infrastructure to support the additional growth that our new Local Plan will include will become clearer once the preferred locations for growth have been finalised". Surely, this will be too late? Kings Langley is already grinding to a halt in the morning and evening peak times. This is exacerbated when there is an incident on either the M1 or the M25 when traffic piles off and floods local roads, at least doubling local journey times. Furthermore, smaller roads are impacted. Take Waterside in Kings Langley for example, with already busy roads, owing to cars, the traffic barely moves. This situation can only worsen. The above does not consider real local issues at all.</p> <p>Car-share and lift schemes simply aren't a realistic solution to a much broader problem owing to motorway proximity, it isn't just increased local traffic that will be the problem here.</p> <p>I fail to see how the '5.5.7 Modelling undertaken for the Core Strategy and Site Allocations DPD' can realistically indicate that additional traffic can be accommodated since this does not take into account personal circumstances and traffic issues as raised above.</p>
Include files	
Number	Question 12
ID	LPIO6656
Full Name	Mrs Victoria Janaway
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 refer to the following points for my objection:</p> <p>5.5.2 I commute daily to London, the trains and station are already over-crowded. There is a significant volume of people using the trains, that means the station is already congested. Has modelling been undertaken, to understand how the increased volumes would affect the commuter volumes and not impact on journeys, or safety at the station itself, as the platforms are already crowded at peak times.</p> <p>5.5.8 "The need for further new or improved transport infrastructure to support the additional growth that our new Local Plan will include will become clearer once the preferred locations for growth have been finalised".</p>

	<p>Surely, this will be too late? Kings Langley is already grinding to a halt in the morning and evening peak times. This is exacerbated when there is an incident on either the M1 or the M25 when traffic piles off and floods local roads, at least doubling local journey times. Furthermore, smaller roads are impacted. Take Waterside in Kings Langley for example, with already busy roads, owing to cars, the traffic barely moves. This situation can only worsen. The above does not consider real local issues at all.</p> <p>Car-share and lift schemes simply aren't a realistic solution to a much broader problem owing to motorway proximity, it isn't just increased local traffic that will be the problem here.</p> <p>I fail to see how the '5.5.7 Modelling undertaken for the Core Strategy and Site Allocations DPD' can realistically indicate that additional traffic can be accommodated since this does not take into account personal circumstances and traffic issues as raised above.</p>
Include files	
Number	Question 12
ID	LP106659
Full Name	Helen Cole
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Unfortunately I feel that a lot of the constraints for transport are outside of local authority control. Public transport is currently expensive and inadequate, but not under council jurisdiction. Like wise provision at Tring station both for parking and general facilities are terrible, but again outside of local council control.</p> <p>New cycle routs would be welcome, but never seem to get funding.</p>
Include files	
Number	Question 12
ID	LP106711
Full Name	Mr Geoff Latham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	<p>There does not appear to be any positive policy to improve car parking in settlements, local bus services are totally inadequate and whilst there are good rail links from Hemel Hempstead, the management of them is dire with commuters parking dangerously in adjoining roads and taking up spaces needed to access the town centre. Unfortunately, what is called planning is an excuse to say no to development (because the community has not made sufficient provision to service it), rather than ensure that sufficient infrastructure is put in place to sustain necessary future development.</p> <p>Where is the vision for an efficient, frequent, 24 hour tram system linking outlying settlements with Hemel Hempstead and the main transport hubs?</p>
Include files	
Number	Question 12
ID	LPIO6766
Full Name	Andrea Bartlett
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	New developments only require 1 parking space per resident -not realistic.
Include files	
Number	Question 12
ID	LPIO6842
Full Name	Mrs Susan Richards
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.
Include files	
Number	Question 12
ID	LPIO6863
Full Name	Mrs Jenna Selby
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO6892
Full Name	Bradford Gunn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>No - the process does not identify or address current road and parking infrastructure limitations especially in villages the size of Bovingdon or smaller. This is clearly demonstrated in the assessment that have been conducted of BOV-h2 and BOV-h3 where the capacity of the already congested Green Lane is expected to provide access to 200 new homes and their 400 or more vehicles. No where in the assessment is it mention that the lane is already down to a single lane for significant stretches due to on street parking by local residents and people working / shopping on the High Street and is a popular cut through to avoid the congested Bovingdon High Street. Adding piecemeal developments to a village like Bovingdon means that existing infrastructure problems cannot be economically resolved. In such situations the Developer's architect puts forth and the Council is pressurised to approve the easiest, affordable solution. This economic approach to building more homes only exacerbate the village's traffic and parking problems. In the case of BOV-h3 the Developer laughably seems to believe that a strategically placed "No Right Turn" sign will prevent new traffic problems as well as resolve existing ones.</p>
Include files	
Number	Question 12
ID	LPIO6935
Full Name	Mr John Richards
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.
Include files	
Number	Question 12
ID	LPIO6944
Full Name	Mrs Anna Corrigan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	If transport has been seriously considered, then Markyate would not have been proposed at all. Our high street is barely wide enough to accommodate the buses at present, without causing a standstill of traffic. To add more residents to the pot would mean either, more cars or more buses. Unless you are planning on bull-doing the historical period character to widen the village (thus spoiling it's charm) then I fail to see how the increase in traffic flow can be supported.
Include files	
Number	Question 12
ID	LPIO6973
Full Name	Dr Jane Hughes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Transport issues need more consideration. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.
Include files	
Number	Question 12
ID	LPIO6981
Full Name	mr michael hicks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>More emphasis should be placed on pollution and climate change. No site should be approved that fails the EU air quality issues without a practical and proven mitigation plan as a compulsory part of the plan.</p> <p>Viable alternatives to car transport should be financially supported on an ongoing basis by the new sites. Cycle paths etc should be provided and maintained by the site</p>
Include files	
Number	Question 12
ID	LPIO7059
Full Name	Mrs Gillian Lumb
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 Roads</p> <p>Berkhamsted is built in a narrow valley and there are very limited options for improving the flow of traffic. We remember the state of the town before the bypass with interminable traffic queues and consequent air pollution. We still have enough air pollution without adding to the local traffic. Development on the boundary of the town will increase car movements to an unacceptable level because people will find it too difficult to use a bicycle or to walk.</p> <p>1 Rail</p> <p>Housing built in Berkhamsted is attractive to people wishing to move out of London but to continue to commute to their work. The trains are already full and we do not know the way they are going to be run with the new operator of the Franchise.</p>
Include files	
Number	Question 12
ID	LPIO7102
Full Name	Mr & Mrs Fox
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 & Options' consultation. To avoid full repetition of the extensive points made in</p>

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

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

Q 12.

Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG RESPONSE TO Q12 (FULL DOC ATTACHED TO Q46)

Question 12

Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?

No

Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.

We would support any review of parking standards which recognised the increased size of vehicles.

While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable

Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO7294
Full Name	Richard Carr
Company / Organisation	Transport For London
Position	TFL Planning Team

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Thank you for consulting Transport for London (TfL). TfL notes that one of the identified strategic transport issues is the capacity of the West Coast Main Line Railway. This is an issue relevant to the High Speed 2 (HS2) project and decisions will be taken by Department for Transport, Network Rail and the rail operators on how any capacity released by HS2 is best used. TfL will have a particular interest in services that operate to intermediate London stations. Apart from this observation I can confirm that TfL has no comments to make on the consultation documents at this stage
Include files	
Number	Question 12
ID	LPIO7313
Full Name	Brian and Heidi Norris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12</p> <p><i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <p><input type="checkbox"/></p> <p>Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments</p> <p><input type="checkbox"/></p> <p>Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the</p>

	<p>absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.</p> <p><input type="checkbox"/></p> <p>We would support any review of parking standards which recognised the increased size of vehicles.</p> <p><input type="checkbox"/></p> <p>While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable</p> <p><input type="checkbox"/></p> <p>Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?</p>
Include files	
Number	Question 12
ID	LPIO7352
Full Name	Carol Atkinson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Q.12 - Key issues roads, transport and accessibility - No</p> <p>Car parking on roads and pavements is dangerous and unpleasant and makes it difficult for pedestrians and most particularly the elderly and disabled - https://www.compton.gov.uk/2728.aspx The council could do much more to discourage car ownership and anti-social parking by fining vehicles that park on pavements and charging vehicles to park on the road.</p>

	In the time leading up to 2036 we are going to need to do much more to combat climate change and hopefully there will be a huge decline in vehicle use. This may free up car parks for housing development.
Include files	
Number	Question 12
ID	LPIO7370
Full Name	Mrs Helen Harding
Company / Organisation	Chiltern & South Bucks District Council
Position	Principal Planner
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>12 – Key issues for roads, transport and accessibility</p> <p>Paragraph 5.5.8 refers to the detailed modelling of potential impacts on the transport network and the Councils would like to be kept informed on the findings of this work so that the work can link closely to that done for Chiltern and South Bucks. This is especially important in relation to highway links through Chesham towards Berkhamsted and Bovingdon and the potential mitigations which could be secured in terms of highway infrastructure and air quality.</p> <p>Full document attached to Q 46</p>
Include files	
Number	Question 12
ID	LPIO7389
Full Name	Mr Clive Birch
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments</p> <p>Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.</p> <p>I would support any review of parking standards which recognised the increased size of vehicles.</p> <p>See BTC (Parking Forum 2017) report to DBC relating to issues associated with the proposed Multi Storey Car Park</p> <p>I support a review of the transport infrastructure but it is difficult to see how this can be much improved in Berkhamsted where the Victorian and Edwardian roads and the provision of public transport to service ridge top locations has proven to be unviable.</p> <p>Some realistic modelling is needed about how we define congestion and the standards to be applied. With the addition of traffic lights in Berkhamsted and Northchurch congestion at peak times has actually worsened.</p>
Include files	
Number	Question 12
ID	LPIO7390
Full Name	Mr Clive Birch
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments</p> <p>Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.</p>

	<p>I would support any review of parking standards which recognised the increased size of vehicles.</p> <p>See BTC (Parking Forum 2017) report to DBC relating to issues associated with the proposed Multi Storey Car Park</p> <p>I support a review of the transport infrastructure but it is difficult to see how this can be much improved in Berkhamsted where the Victorian and Edwardian roads and the provision of public transport to service ridge top locations has proven to be unviable.</p> <p>Some realistic modelling is needed about how we define congestion and the standards to be applied. With the addition of traffic lights in Berkhamsted and Northchurch congestion at peak times has actually worsened.</p>
Include files	
Number	Question 12
ID	LPIO7458
Full Name	Mr Robert Scott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Similarly, by example, the planned huge increase in housing between Apsley/Kings Langley and the A41 would cause total traffic gridlock without new through routes being provided by HCC. Indeed it is difficult to see any other effective solution other than a new junction to the A41, which in itself is likely to impact on queuing for the M25 necessitating more major road improvements. Again, if a commitment for such a solution cannot be obtained from HCC, this part of the plan should not be sanctioned by the Council.</p>
Include files	
Number	Question 12
ID	LPIO7675
Full Name	JUNE LIGHTFOOT
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>No</p> <p>Sites are proposed for Berkhamsted which will increase traffic flow, congestion and parking problems in which are already intractable.</p>

Include files	
Number	Question 12
ID	LPIO7696
Full Name	MR & MRS MP & ME HARNETT
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<i>No. The document fails to face up to the chronic traffic problems that exist on the A4251 London Road between Kings Langley and Hemel Hempstead. The ability to increase the capacity of this road is severely limited (particularly by the presence of shops close to the frontage of the carriageway on either side of the road as it passes through Apsley). Housing allocations should only therefore be made on sites that will not result in an increase in the traffic on this part of the A4251</i>
Include files	
Number	Question 12
ID	LPIO7854
Full Name	Dr Peter Chapman
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	subject to Tring Station facilities being improved. For example installation of toilet facilities
Include files	
Number	Question 12
ID	LPIO7938
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	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. BRAG RESPONSE TO Q12

Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments

Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.

We would support any review of parking standards which recognised the increased size of vehicles.

While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable

Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO7988
Full Name	Mr Michael Nidd
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	see response to Q6 above and Q46 below, <i>[Response to Q6: All of the options should be robustly measured against these objectives. Planners need to demonstrate the various ways in which they are 'Living the</i>

Vision' – or accept that the vision is entirely unrealistic . And there should also be and explicit and demonstrably sustainable objective to minimise the impact on the countryside, most of which is Green Belt. The restriction on development in the Green Belt, except in exceptional circumstances is not stressed enough. It is Green Belt that allows the Borough's settlements and countryside to retain their individual and special character in the face of pressure for development.]

[Response to Q46: Whether housing numbers are based on DBC's Urban Capacity assessment or those set out as Options 1, 2 or 3, we object to the proposals covering the tracts of land referred to in the draft Plan as HH-h1a, HH-h1b and HH-h2 which would, effectively, completely and closely encircle the Piccotts End Conservation area by new-build, something already threatened badly enough when the development of Marchmont Fields (aka LA1) commences.

The Schedule of Site Appraisals which accompanies the draft Plan sets out, for each of these sites (pages 179-192), a number of reasons why NOT to develop them: briefly, not only are they Green Belt locations but are all either Grade 3 or better agricultural land or woodland (with its CO2-absorbing benefits). They all represent the very things which Green Belt is intended to prevent: lying at the edge of the settlement they prevent urban sprawl and/or ribbon development: and they protect the views across the Gade Valley as well as potential encroachment/merger of the urban area of Hemel Hempstead with the Piccotts End conservation area. Their location on the very edge of town can only exacerbate existing traffic problems – and their topography does not encourage cycling (one of the customary face-savers of developer proposals).

And they all militate against urban regeneration. However there are areas within the existing built envelope of Hemel Hempstead which could be developed and their road layout, with numerous "stubs" betraying gleams in local planners' eyes, indicates some of them: for example, either side of Galley Hill: towards Warners End Road on one side, and towards Polehanger Lane on the other – both of them eminently sustainable sites for housing. So, for that matter, is the old Dacorum Civic Centre, a prime town-centre site, empty for months but undeveloped and with no information from DBC as to when and how this valuable asset and town-centre brown-field site will be developed. This is unhappily reminiscent of events following the demolition of the Pavilion, where a valuable town-centre site was left literally fallow for many years.

other substantial and very relevant grounds for objection include:

** the consequences on road traffic volumes were such large developments to proceed, all of which would disgorge very substantial numbers of cars onto Leighton Buzzard Road. Despite its recent de-trunking there are frequently nose-to-tail*

stop-go jams on that road, extending from the Moor End roundabout to beyond Water End between 17.00 and until after 19.00: these have already been drawn to Herts Highways' attention;

* the absence of any up-to-date traffic plans for Dacorum at large and Hemel Hempstead in particular. The findings of the joint Herts CC-Dacorum Hemel Hempstead Transport Model update (by independent consultants Jacobs in July 2015) indicated severe bottlenecks and log-jams at key points in Hemel Hempstead's road network if development on the . Because of local topography (HH is in a valley bottom with constrained road layout) the overall "shape" of Hemel Hempstead, with its railway station on one edge of the town, local employment at the other end of town and only two effective routes to the M1 motorway, any further addition of large numbers of dwellings on the northern periphery of the town would make an already bad problem vastly worse;

* The outline proposals for these sites all refer to creation of "bus loops" or similar; yet local experience is that service providers are progressively withdrawing routes as Herts CC progressively reduces its subsidies – virtually guaranteeing high levels of car journeys from these locations for any but short trips – even were small local centres to be created in the proposed new developments. Study of several of the current local centres suggests that individual commercial viability is far from guaranteed.

* the greatly increased risk of flooding in and around Piccotts End as a result of what is discreetly described as "soil sealing" - more honestly described, the spreading of concrete over currently absorbent open land. There is already, with no "soil sealing", large runoff from the down-sloping land which constitutes HH-h1A – the hamlet lies at the bottom of a downslope and in the Gade Valley at its lowest point;

* the significant increase in water demand – Herts has one of the highest per-capita water consumptions in UK, and it is supplied almost exclusively from the local aquifer. The National Rivers Authority has declared that, if licences to abstract at their current volumes were to be sought today they would be refused because of the adverse effects on flows in the local chalk streams. There is also substantial doubt as to whether waste water treatment capacity for such numbers of new dwellings would exist.]

Include files	
Number	Question 12
ID	LPIO8288
Full Name	Alison Reid
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<p>Your response - Please add your response here</p>	<p>I appreciate you taking the time to respond to my queries. I have looked at the information and in particular the Hemel Hempstead station gateway feasibility study 2011. Within this study is states that there is adequate parking which clearly 6 years on is not the case? Could you please confirm that updated feasibility assessments have been done and that any planning regarding additional housing in this area would take into account the congestion that is already causing significant issues around the train station?</p> <p>In addition there is no mention in any of this report about paths or cycle lanes from bovingdon to Hemel train station. These are non existent and therefore prevents people from trying to use sustainable transport means to get to the station. The report does allude to insufficient bus services, however this has not changed in 6 years, are there plans to support villages with better transport links?</p> <p>I appreciate any information you can give me on the above. I will be attending the council meeting concerning the new houses planned in bovingdon, but if you have any information on how the council will improve services I would love to see this.</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 12</p>
<p>ID</p>	<p>LP108381</p>
<p>Full Name</p>	<p>Mrs Sarah Rees</p>
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>No</p>
<p>Your response - Please add your response here</p>	<p>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, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our name. However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that

	<p>people will not walk/cycle to the proposed Berkhamsted developments</p> <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO8397
Full Name	Helen & Stuart 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>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.</p> <p>However, we would like to take this opportunity to emphasize just a few of the most important points within that response</p> <p>- like it or not this is a town where the people have money, therefore households usually have multiple cars and public transport isn't even considered. At the moment there is little public transport but even if it was increased, people will shun it in favour of their cars, thus the service wouldn't remain viable.</p>

	<p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO8412
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>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.</p>

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

Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
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- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO8435
Full Name	Mr Peter Shell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	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

	<p>their comments which should also be regarded as my own.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO8475
Full Name	Mrs Pat Berkley
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 & 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.</p>

	<p>Q 12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO8493
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	<p>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.</p>

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

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BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

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 - Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and
- We would support any review of parking standards which recognised the increased size of
 - While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable
- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO8658
Full Name	MRS G RUSSELL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	No

	<p>1- There are already huge problems.</p> <p>2- Villages and small towns cannot take more traffic.</p> <p>3- Developments must provide adequate parking provision, given the current level of vehicle ownership.</p> <p>4- Must be sufficient public car parks, with electric charging points.</p>
Include files	
Number	Question 12
ID	LPIO8699
Full Name	MR NIGEL EGERTON-KING
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The steep hills on each side of Berkhamsted and the absence of public transport mean that residents mostly use their cars rather than travel by foot or bicycle. The proposed sites will not be easy to get to without a car and the increased road traffic will increase not only congestion and pollution but also the safety risk for pedestrians which is already high due to narrow footpaths and the close proximity of traffic (e.g. the top of White Hill).
Include files	
Number	Question 12
ID	LPIO8765
Full Name	gregory lee
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The infrastructure is already under extreme pressure and this will only be made worse by the building of more house on green belt in the Kings Langley area. Additional roads and transport could be added of course but this will only further eat into the character of the village and the resultant impact on the wildlife.
Include files	
Number	Question 12
ID	LPIO8875
Full Name	mrs susan stier
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Q12- NO- nothing has changed since the 2012 enquiry- people will not walk/cycle to these sites- this conclusion is laughable.
Include files	
Number	Question 12
ID	LPIO8956
Full Name	barney greenwood
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Sites are proposed for Berkhamsted which will increase traffic flow, congestion and parking problems in a townscape which does not allow acceptable solutions.
Include files	
Number	Question 12
ID	LPIO8986
Full Name	David Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	No Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
Include files	
Number	Question 12
ID	LPIO9008
Full Name	Mrs Susan Johnson
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
Include files	
Number	Question 12
ID	LPIO9149
Full Name	AMANDA AND PATRICK MCGRATH
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Traffic</p> <p>In terms of transport, Kings Langley is of course well placed for road and rail networks. However the traffic congestion in this relatively small area between the M25 and A41 is rapidly getting worse. It is not unusual for it to take 25 minutes to drive the short 1/1.5 mile distance from Kings Langley High St to the M25/A41 roundabout at busy times. There are regularly queues to move through the high street and limited parking. We have lived in KL for almost 8 years and we now have to start our commutes as early as 6.15 am to get ahead of this traffic which continues along the A41 into Watford. This is of course extending our working day and adversely affecting our quality of life - not to mention adding to pollution/air quality issues. We live on another traffic hotspot in the village on Vicarage Lane which is used as a cut through and to by-pass a few junctions of the M25 and regularly encounter issues getting up and down the road, heavy goods vehicles, blockages and speeding creating frustration and road rage as the village roads are getting so congested.</p> <p>An example of the traffic this morning for a local journey: I left Vicarage Lane at 9.20am and arrived at The Grove Hotel at 10.00am - 40 minutes for a journey of 3.5 miles.</p> <p>Furthermore it only takes an incident on the already over-busy M25 or A41 and the whole area becomes gridlocked.</p> <p>Transport</p> <p>Taking the train is no easier. The London Midland service at Kings Langley is infrequent, unreliable and over capacity and there is no guarantee that you will be able to get on the trains in rush hour and arrive on time at your destination. Parking is not always available and</p>

is expensive. In fact having commuted to London by rail for decades, the experience is now so expensive and the overcrowding so unpleasant that I have given up jobs in central London as it was affecting my health and time available for our family.

Parking

The development at Apsley Lock and the new one at Nash Mills are fine examples of redeveloping Brownfield sites for homes (though I wouldn't say they are affordable for many) and indeed as a family we previously lived in Apsley Lock. However, the issues of parking and visitor parking that comes with these new sites was such an issue we decided to move. The lack of parking on the new Nash Mills site has caused so many problems that they have spilled onto Red Lion Lane and is creating new traffic congestion problems along the road and surrounding roads. More housing developments in Kings Langley will, I assume, only add to this problem that now flows continuously through from Hemel, Apsley, Nash Mills and Kings Langley

Schools

My brother lives in the new Nash Mills development and was unable to secure a primary school place for his daughter last year. Again, adding more homes will exacerbate this problem in the area.

Hospitals/Surgeries

The range of care such as A&E and Maternity has been removed from Hemel Hempstead and has been relocated to the already over-stretched Watford Hospital which can be difficult to get to with the traffic, especially on match days. Again, there is not enough parking at this site. Do the proposals consider the capacity of the hospitals, surgeries and dentists to cope when proposing additional homes into the area?

As parents we are supportive of seeking options for affordable housing so that our son and his generation can hope to own or rent a property in the south east in future, and the proposal of 50 homes in Kings Langley does not seem unreasonable but sites need to be chosen with great care so as not to exacerbate existing capacity and congestion problems

We, like others we know have moved into to Kings Langley for its village community and rural surrounds and would hate to see it swallowed up in what could eventually become one large conurbation of Hemel Hempstead, Apsley, Nash Mills and Watford.

We would be grateful if you could confirm receipt and take every consideration to the very real and genuine concerns of our strong community.

Include files	
Number	Question 12
ID	LP109160
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	Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are extremely limited.
Include files	
Number	Question 12
ID	LPIO9336
Full Name	PIP MALLOY
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Will there be more trains for commuters? Already over full at peak times.
Include files	
Number	Question 12
ID	LPIO9685
Full Name	Stephen Bailey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	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 situated e.g. where would the new schools, which would definitely be needed, be situated?
Include files	
Number	Question 12
ID	LPIO9706
Full Name	Mrs Caroline Williams
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	1) Parking - already squeezed, indeed parking in the Nap (once guaranteed) is actually challenging most days. The Station carpark has had to extend, Red Lion Lane is an accident waiting to happen, the High Street is full, which is now a challenge to drive through given the volume of traffic and size of cars. The government advice on parking requirements for new builds is actually negligent, you are not going to force people out of their cars, outside of London or big towns and cities where you can literally walk to get everything. That is not the case in Kings Langley.
Include files	
Number	Question 12
ID	LPIO9725
Full Name	Jeremy Bonnar
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Where are the extra cars to be parked at Tring train station? The car park is full by 8am. Parking on surrounding roads is dangerous. What are the plans for upgrading the train station? Queues for tickets are already high. Will extra trains be laid on as people are already standing from Tring during peak times. Will extra buses and a new cycle path to the station be provided? Please provide a breakdown of the impact on town centre parking, it is not sufficient to expect all people to be able to cycle / walk to the shops.

Include files	
Number	Question 12
ID	LPIO9757
Full Name	Aly MacLean
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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • We would support any review of parking standards which recognised the increased size of vehicles <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of

	Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO9805
Full Name	Mr Paul Wardle
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 & 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>...</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • We would support any review of parking standards which recognised the increased size of vehicles. <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable

	<ul style="list-style-type: none"> Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO9980
Full Name	mr Kevin 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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. We would support any review of parking standards which recognised the increased size of vehicles. <ul style="list-style-type: none"> While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never

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Include files	
Number	Question 12
ID	LPIO10028
Full Name	Jill Mewha
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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. We would support any review of parking standards which recognised the increased size of vehicles. <ul style="list-style-type: none"> While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never

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Include files	
Number	Question 12
ID	LPIO10097
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage

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Include files	
Number	Question 12
ID	LPIO10145
Full Name	Natalie Crane
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when

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Include files	
Number	Question 12
ID	LPIO10202
Full Name	Mr Tim Beeby
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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the

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Include files	
Number	Question 12
ID	LPIO10249
Full Name	John and Jane Beeley
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p>

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Include files	
Number	Question 12
ID	LPIO10299
Full Name	Kathleen Lally
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 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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and</i></p>

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Include files	
Number	Question 12
ID	LPIO10347
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p>

	<p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO10387
Full Name	Ben Stutman
Company / Organisation	Buckinghamshire County Council
Position	Growth & Strategy Graduate Officer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>As Tring is the secondary town centre for the planning authority, particular concerns have arisen with regards to access to Tring Station. We understand that the car park is already at capacity and there are no current plans to expand it due to difficulties regarding its proximity and visibility from the AONB. However problems relating to access to Tring Station is a long running issue for the local community within both our authorities who are affected by on-street parking. Any future development around Tring needs to benefit from sustainable transport</p>

	<p>links to the station in order to reduce the level of car use and encourage a more sustainable travel mode. HCC hold some s106 funding for a cycle link to Pitstone, however there is insufficient funding available to currently implement the link. As Tring Station is used by Buckinghamshire residents, the local community is keen for there to be a joined up approach by all the relevant local authorities. BCC would welcome discussions to look at how we can engage with Dacorum and HCC on this matter and would be happy to be part of a joint representation to the franchise holder on developing plans to improve the accessibility of the station by sustainable travel modes.</p> <p>In terms of impacts on the highway network, and growth at Tring and other neighbouring settlements, BCC has some concerns regarding the impacts of growth on our border. BCC needs a greater understanding of the impacts of this growth, particularly around the cumulative impact on A41 both northbound and southbound. We also have concerns regarding the increasing traffic levels on rural roads and through villages on the Dacorum/Buckinghamshire borders including freight, particularly from Hemel Hempstead travelling up through Ivinghoe and Pitstone. BCC would like to see transport modelling evidence to support the proposals within the Plan, outlining potential impacts and mitigation of the proposed growth options, especially in relation to the upper Government housing figures.</p> <p>Additionally BCC is supportive of the Grand Union Canal Towpath renovation project which aims to upgrade the towpaths from Aylesbury to Tring to walking and cycling routes. It would be beneficial if developments that are proposed alongside the canal, secure s106 funding for this project.</p>
Include files	
Number	Question 12
ID	LPIO10413
Full Name	Mr Daniel Parry
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

Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
 - Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and
- We would support any review of parking standards which recognised the increased size of
 - While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable
- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO10462
Full Name	David Burbidge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here

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

Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

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- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files

Number

Question 12

ID

LPIO10512

Full Name

Mr Stephen Doughty

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 & 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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LP1010560
Full Name	Mr Roger Petts
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 & 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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LP1010607
Full Name	Simon Chilton
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO10657
Full Name	Sally and David Williams
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 as support for BRAG's submission.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO10705
Full Name	Mrs Jenny Jenkins
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) 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.

However, I would like to emphasise a few of the most important points within that response that I strongly agree with:

Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

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Include files

Number

Question 12

ID

LPIO10773

Full Name

Mrs J Marshall

Company / Organisation

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 12
ID	LPIO10797
Full Name	Grant Imlah
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Moreover i am aware that 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, 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public

	<p>transport to service ridge top locations has proven to be unviable</p> <ul style="list-style-type: none"> Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO10850
Full Name	Sheila Dawkins
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 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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and

	<ul style="list-style-type: none"> We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO10899
Full Name	Jean Thomas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	In particular, Berkhamsted is a linear/valley Market Town with narrow streets. Options for improving transportation issues are limited.
Include files	
Number	Question 12
ID	LPIO10948
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 & 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>

Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

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- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO10998
Full Name	Mrs Patti Whittle
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.

Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited

BRAG response to Question 12 (please note full document is attached to Q46)

Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?

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 - Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and
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 - While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable
- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO11045
Full Name	J M Thomas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	In particular, Berkhamsted is a linear/valley Market Town with narrow streets. Options for improving transportation issues are limited.
Include files	
Number	Question 12
ID	LPIO11095
Full Name	Denis Maclure
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Sites are proposed for Berkhamsted which will increase traffic flow, congestion and parking problems in a townscape which does not allow acceptable solutions.
Include files	
Number	Question 12
ID	LPIO11126
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"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • We would support any review of parking standards which recognised the increased size of vehicles. • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport – and the provision of public transport to service ridge top locations has proven to be unviable

	<ul style="list-style-type: none"> Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO11173
Full Name	Mr Neil Aitchison
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Q12 No see Q4</p> <p>The Vision Statement is complacent and merely refers to the status quo . This should be rewritten as a Mission Statement with proper objectives. Hemel Hempstead would benefit from regeneration and better support of its town centre if the town created some larger “garden villages “ with new local centres linked to infrastructure improvements because it has the scope for more local employment with a business park than the market towns. DBC could learn from AVDC. The overarching strategy to achieve regeneration is still missing. The reference to local services in the other towns is understated. Berkhamsted is stressed eg School places, parking , station parking, bus services highway limitations.The fifth paragraph is incorrect . There is no further employment or employment land in Berkhamsted. This has reduced as a result of brown field development. The Homes and Communities Agency and possibly the Crown Estates should be brought into consultation and made to bring their land forward rather than hoarding land as at present as in Hemel Hempstead i.e. Marchmont Farm. This site was recommended by the previous planning inspector .</p> <p>Suggested Mission Statement:-</p> <ol style="list-style-type: none"> 1 DBC will progress an overarching strategy to new housing requirements over and above those planned on a holistic basis creating new communities with adequate infrastructure and services in the right places with an emphasis on Hemel Hempstead regeneration by creating sustainable “garden village” neighbourhoods with their own local services. 2 DBC will strive to work with stakeholders to provide sustainable development that limits impact on existing residents and where planned will provide for additional services in parallel . Preferred locations will be provided with good transport links or be close to public transport nodes or local employment facilities or provided with new facilities.

	<p>3 Green Belt developments which do not meet holistic criteria or overload unsustainable infrastructure will be rejected.</p> <p>4 DBC will seek to work with the local communities to progress plans on a detailed consultation basis to lessen impact.</p>
Include files	
Number	Question 12
ID	LPIO11220
Full Name	Jon Rollit
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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never

	<p>designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable</p> <ul style="list-style-type: none"> Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO11270
Full Name	Kate Locke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>In addition I would reiterate the extensive points made in the BRAG response to the 'Issues & 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. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and We would support any review of parking standards which recognised the increased size of

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Include files	
Number	Question 12
ID	LPIO11327
Full Name	David Greenwood
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>There is only one bus an hour to and from Bovingdon so it is impossible to increase use of public transport. Increased bus frequency to improve usage generally and timings to dovetail with train times are required to get commuters to leave cars at home.</p> <p>The double set of traffic light at the junction of the B4505 (Box Lane) with the A4251 (London Road) at the Swan cause traffic to tail back in all directions at busy times, rush hours and when Bovingdon market is operating.</p>
Include files	
Number	Question 12
ID	LPIO11358
Full Name	Ms Lorraine Gilmore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	BRAG has responded in full to the 'Issues & 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 to emphasise some of the most important points within that response.

Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
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- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO11407
Full Name	Conian
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 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 & 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>You have not adequately assessed transport issues. Berkhamsted is a linear/valley Market Town with narrow streets which means that options are limited. The town already suffers from poor air quality as a result of congestion and sheer volume of traffic trying to navigate the key through routes and town centre. There is woefully inadequate provision of public transport and cycling infrastructure.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p><i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO11449
Full Name	Mr & Mrs J Neale
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Parking in Kings Langley is a serious problem. There is no more parking now than 40 years ago despite population growth and an increase in car ownership. Further housing in the village should not be considered without addressing this issue. Assuming that more journeys will be by cycle, on foot or by public transport is laudable but unrealistic due to the hills, narrow and dangerous roads, and the paucity of public transport. For example, the 319 runs two buses and only on weekdays.</p> <p>Congestion is a major issue in Kings Langley when there are no problems on the A41, M1 or M25. When there are incidents on these roads, traffic through Kings Langley can come to a virtual standstill. Any further development will add to these problems. The A41 by-pass has attracted further traffic; traffic, including heavy traffic, is back to the level it was before the by-pass was opened.</p> <p>5.5.9 refers to an assumption that living closer to good transport should lead to reduced parking provision. This is logical but there is no referenced research that has taken into account distance, age, income and family size.</p> <p>Policy 57 of Dacorum's Borough Local Plan 2011 outlined various principles for the provision and management of parking including: using parking provision and management as a tool to reduce car ownership, seeking to provide the minimum level of car parking provision, managing parking demand to decrease the reliance on the private car. The aims may be laudable, but they are not practical in a hilly village with bus routes predominantly being along the A4251.</p> <p>In addition to having sufficient GP resource to meet current and forecast needs (9.2.4), sick and infirm people need to drive/be driven to surgeries. It is already very difficult for patients to park at surgeries within Kings Langley at certain times of the day.</p>
Include files	
Number	Question 12
ID	LPIO11480
Full Name	Mr Alan Ledger
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The steep hills on each side of Berkhamsted and the absence of public transport mean that residents mostly use their cars rather than travel by foot or bicycle. The proposed sites will not be easy to get to without a car and the increased road traffic will increase not only congestion and pollution but also the safety risk for pedestrians which is already high due to narrow footpaths and the close proximity of traffic (e.g. the top of King's Road).
Include files	
Number	Question 12
ID	LPIO11517
Full Name	Ms Eliza Hermann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>5.5.2 identifies the key transport issues to be resolved, but these are not new and there has been no progress in resolving them over the past decade. Meanwhile more houses have been built, the population has grown and transport congestion has become worse especially with respect to roads, car parks and rail capacity.</p> <p>In Berkhamsted we are plagued with traffic congestion on the main through roads i.e. High Street, Kings Road, Castle Street, and by a severe shortage of parking such that cars park on residential and through roads alike, clogging them up and impeding drivers.</p> <p>London Midland rail carriages to and from London are routinely standing room only.</p> <p>Lastly, it must be recognised that Berkhamsted's particular topography, being situated along a narrow valley floor and up steep valley sides, means that cycling or walking will never be practical as the primary means of transport for most local people.</p>
Include files	
Number	Question 12
ID	LPIO11596
Full Name	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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	

Number	Question 12
ID	LPIO11636
Full Name	LUCY BANCROFT
Company / Organisation	Aldbury 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	<p>There are likely to be major traffic increases from other housing developments from neighbouring areas in Aylesbury Vale e.g. Aylesbury Garden Town (3,000 homes), RAF Halton (1,000 homes) and smaller developments in Pitstone (200 homes), Aston Clinton (600 homes), Weston Turville and Wendover. Some of these proposed developments have already been approved and others are contained in the draft Vale of Aylesbury Local Plan (VALP), currently out for consultation. It can be confidently expected that some of the new residents of these locations will wish to travel to Milton Keynes, Watford or London Euston for employment purposes and will want to use Tring railway station, located to the east of Tring Town in the West Ward (Tring Station hamlet) of Aldbury Parish. The Tring railway station car park is full to capacity before the end of peak travel time on weekdays with the consequence that some of those drivers who are unable to use the car park either drive to their destination or try to park on surrounding roads. Some will make use of the car park at Berkhamsted station but in time that car park will also become full to capacity. The West Ward of Aldbury Parish has its boundary with the East Ward at the railway line (the West Coast Main Line). The East Ward of Aldbury Parish comprises the village of Aldbury (including a much appreciated Conservation Area, with village green, pond and stocks) with the remainder being Chilterns AONB, Ashridge Estate or Rural Area. There is in any case expected to be an increase in road traffic using Station Road and Northfield Road as an alternative to the already busy B488 (Upper Icknield Way) as a route to the likes of Dunstable, Luton or Aylesbury. In the longer term there is likely to be an impact arising from the proposed Oxford to Cambridge Expressway with quicker journeys to the major employment areas of Oxford and Cambridge and a resulting impetus for more housing development in Aylesbury Vale and Central Bedfordshire. There is also an unknown demand for housing likely to be coming from the Mayor of London</p>
Include files	
Number	Question 12
ID	LPIO11646
Full Name	john and barbara neale
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Parking in Kings Langley is a serious problem. There is no more parking now than 40 years ago despite population growth and an increase in car ownership. Further housing in the village should not be considered without addressing this issue. Assuming that more journeys will be by cycle, on foot or by public transport is laudable but unrealistic due to the hills, narrow and dangerous roads, and the paucity of public transport. For example, the 319 runs two buses and only on weekdays.</p> <p>Congestion is a major issue in Kings Langley when there are no problems on the A41, M1 or M25. When there are incidents on these roads, traffic through Kings Langley can come to a virtual standstill. Any further development will add to these problems. The A41 by-pass has attracted further traffic; traffic, including heavy traffic, is back to the level it was before the by-pass was opened.</p> <p>5.5.9 refers to an assumption that living closer to good transport should lead to reduced parking provision. This is logical but there is no referenced research that has taken into account distance, age, income and family size.</p> <p>Policy 57 of Dacorum's Borough Local Plan 2011 outlined various principles for the provision and management of parking including: using parking provision and management as a tool to reduce car ownership, seeking to provide the minimum level of car parking provision, managing parking demand to decrease the reliance on the private car. The aims may be laudable, but they are not practical in a hilly village with bus routes predominantly being along the A4251.</p> <p>In addition to having sufficient GP resource to meet current and forecast needs (9.2.4), sick and infirm people need to drive/be driven to surgeries. It is already very difficult for patients to park at surgeries within Kings Langley at certain times of the day.</p>
Include files	
Number	Question 12
ID	LPIO11751
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

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Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

Brag Response to question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
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- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files

Number

Question 12

ID

LPIO11806

Full Name

John Thomson

Company / Organisation

Position

Agent Name

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Traffic impacts are understated (eg., I understand that parking spaces are often allocated one-per-flat-dwelling, hence the proliferation of off-site parking, and the need for higher allocations). It also follows that the road travelling impact is also understated.
Include files	
Number	Question 12
ID	LPIO11859
Full Name	Councillor Alan Anderson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Legislation requires that the housing is planned, and that the infrastructure providers, in this case the highway authority, are then required to provide the infrastructure to support it.</p> <p>However, it would not be physically possible for the highway authority to increase the capacity of our highway network, which is already showing signs of stress.</p> <p>The proposed policies therefore fail to explain how the development could be provided without bringing the local transport network to a halt.</p>
Include files	
Number	Question 12
ID	LPIO11901
Full Name	Janet Mason
Company / Organisation	Berkhamsted Town Council
Position	Town Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase

	<p>car usage and exacerbate associated problems of congestion and pollution in the town centre and adjacent roads.</p> <p>In Section 5.5.1 it is stated “ ... policy requires plans to direct growth to ‘sustainable locations’ which enable maximum use to be made of public transport, cycling and walking</p> <p>.... Few of the proposed sites in Berkhamsted enjoy immediate access to public transport.</p> <p>There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre.</p>
Include files	
Number	Question 12
ID	LPIO11948
Full Name	Dee Sells
Company / Organisation	Markyate Parish Council
Position	Parish Clerk/ RFO
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>No</p> <p><i>Much is going to be covered by other plans, so comment is difficult. For Markyate issues of concern are:</i></p> <p><i>The ongoing reduction in local bus services and increasing fares;</i></p> <p><i>Ensuring appropriate levels of parking are provided with new development</i></p> <ul style="list-style-type: none"> • <i>if householders need a car to access work, reducing parking spaces will only create on street parking problems</i> <p><i>Impact of expansion of Luton airport (particularly for those areas under the flightpaths). This also includes long-term parking to avoid airport parking charges</i></p> <p>Transport Plans</p> <p><i>The impact of the new M1 link road to the North of Dunstable has yet to be fully assessed, but despite de-trunking, the A5 route is still likely to be used when there are problems on the M1. The impact of development at Luton airport and by Luton Borough Council on the ‘local’ road network is likely to be considerable; the HCC transport strategy for the county, the LTP needs to address these cross-boundary issues.</i></p> <p><i>Walking and cycling routes are not of great interest to Markyate residents when the nearest towns are some 3 miles or more away. Further there is no one town that is the destination of workers from Markyate. It is a real</i></p>

	<p>route centre for road transport and difficult to provide better public transport for. It is well located for lift-share and car clubs, but does not have the space to accommodate these extra vehicles.</p> <p>Currently the former A5, now A5183? has traffic queuing to M1 junction 9 every morning, but all major routes to and through the village are subject to queues now. Any developments addig to this traffic would only exacerbate the problems. Proper filters on the traffic lights would reduce accidents, but not solve the volume problem.</p> <p>Parking</p> <p>Markyate Parish Council have already described how the village has become a giant car park.</p> <p>We look forward to the Herts CC review of parking standards, and will be pleased to respond to the consultation. Markyate cannot cope with more cars to be parked; we hope the County Council guidance on the layout and design of parking areas will learn from our problems.</p>
Include files	
Number	Question 12
ID	LPIO12048
Full Name	David Wilyman
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited and there are already severe traffic problems through the town. Additional commuting on the London Midland line is not tenable. The government's HS2 line strategy recognises that there is no additional capacity on the existing line.</p> <p>Standard BRAG response to Question 12. Please note full document is attached to Question 46</p> <p>Question 12 Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</p>

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Include files	
Number	Question 12
ID	LPIO12139
Full Name	Ray Dann
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>Standard BRAG response to Question 12. Please note full document is attached to Q46.</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and</i></p>

	<p><i>accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO12204
Full Name	Douglas & Christina Billington
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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited. .</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and</i></p>

	<p><i>accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • We would support any review of parking standards which recognised the increased size of vehicles. <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO12283
Full Name	Richard 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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p>

Standard BRAG response to Question 12. Please note full document is attached to Question 46.

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
 - Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and
- We would support any review of parking standards which recognised the increased size of
 - While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable
- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO12343
Full Name	Mr Brian Kazer
Company / Organisation	Tring in Transition
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>No. There is real potential to make real achievements in climate change mitigation/carbon reduction in transport.</p> <p>We recommend that the Plan aligns with relevant parts of the Govt BEIS Clean Growth Strategy: Leading the Way to a Low Carbon Future October 2017 http://www.gov.uk/government/uploads/attachment_data/file/59665/Leading_the_Way_to_a_Low_Carbon_Future_2017.pdf</p>

and with

<https://www.regulation.gov.uk/uploads/docs/154/CCCLA%20Report%20Final.pdf> especially box 3.5 on page 44, and the content of page 48.

Given the Govt intention to have no petrol/diesel cars by 2040, we would strongly recommend the installation of electric charge points at the front of all new houses (or, as a minimum, at 20% of new houses with passive provision (cabling and power supply to enable easy conversion to use later by adding a socket) at the remainder), and at new employment units.

We recommend the provision of more electric charging points at all car parks, with dedicated parking spaces, given the Govt target of ending the sale of new conventional petrol and diesel cars and vans by 2040, i.e. by just after the end of the Local Plan. Charging points in public areas should be supplied with electricity from a 100% renewable energy supplier. Free parking should be provided for electric vehicles.

We would ask DBC as a local taxi and private hire vehicle (PHV) licensing authority to require zero emission capability by taxis/private hire vehicles licensed by DBC by 2032, for which these firms will need prior notice.

We would ask DBC to liaise with Herts County Council on requiring bus operators to have low carbon buses from early date.

Para 5.5.2 list omits "appropriate levels of parking in town centres and at railway stations". Town centre parking needs to increase to enable existing town centre businesses to remain viable/sustainable in line with NPPF presumption, otherwise people will drive to out-of-town/easier parking places. Tring station is already beyond parking capacity before the end of morning commuter time.

Other aspects of q.12 have insufficient detail in Plan for comment to be made.

Include files	
Number	Question 12
ID	LPIO12351
Full Name	ms rona morris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	Easy to draft nice plans but Berkhamsted still struggles with traffic and parking. Given the narrow streets and the valley topography these issues will not go away and any belief that cycling and walking is the answer is wishful thinking. The following quote from the Hertfordshire County Council 2013 Bikeability Audit Report on Berkhamsted is useful given the Developers keep placing emphasis on providing Cycle Routes. "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" and "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".
Include files	
Number	Question 12
ID	LP1012427
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 & 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>Standard BRAG response to Question 12. Please note full document is attached to Question 46.</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage

	<p>and exacerbate associated problems of congestion and</p> <ul style="list-style-type: none"> We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO12475
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>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of

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Include files	
Number	Question 12
ID	LPIO12522
Full Name	Mrs Jane Barrett
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>Standard BRAG response for Question 12. Please note full document is attached to Question 46.</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of

	<p>public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and</p> <ul style="list-style-type: none"> • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LP1012571
Full Name	mr paul healy
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments

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Include files	
Number	Question 12
ID	LP1012621
Full Name	Merrick Marshall
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 & 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>Transport issues. Berkhamsted is an historic linear/valley Market Town with narrow streets. Options for transport are limited and the town is already at traffic breaking point at certain times of the day</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and</i></p>

	<p><i>accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO12670
Full Name	Monika & Casper Gibilaro
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 & 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</p> <p>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and</i></p>

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Include files	
Number	Question 12
ID	LPIO12718
Full Name	Lorna Ginn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO12767
Full Name	Mr Raymond Phipps
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 wish to comment as follows to the Strategic Options Consultations. In general I follow the comments made by BRAG.</p> <p>...</p>

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments.
 - Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.
- We would support any review of parking standards which recognised the increased size of vehicles
 - While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable
- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO12814
Full Name	Ingrid Carola McKenna
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.

	<p>In addition, I draw attention to some of the most important points within that response.</p> <p>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO12862
Full Name	Mr Stephen Lally
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Rather than repeat the BRAG response, with which I completely agree, I will highlight some key points that are important to me.

	<p>...</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • We would support any review of parking standards which recognised the increased size of vehicles. <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LP1012912
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	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.

Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

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Include files	
Number	Question 12
ID	LPIO12965
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	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

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

Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

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Include files	
Number	Question 12
ID	LPIO13014
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

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 to emphasize just a few of the most important points within that response below.

Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG response to question 12 below (full BRAG response see question 46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
 - Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and
- We would support any review of parking standards which recognised the increased size of
 - While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable
- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO13067
Full Name	Mr Paul Tinworth
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 wish to express my full agreement with the response from the Berkhamsted Residents Action Group regarding Dacorum's Local Plan.</p> <p>...</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • We would support any review of parking standards which recognised the increased size of vehicles. <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO13115
Full Name	Hilary Dann
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 & Options' consultation. To avoid full repetition of the extensive</p>

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:-

Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
 - Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.
- We would support any review of parking standards which recognised the increased size of vehicles.
 - While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable
- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO13181
Full Name	Mr J G Botha
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	Kings Langley is particularly bad in the mornings getting through the village and onto the main roads. I have no confidence that if these developments are permitted that the road infrastructure will be sufficiently improved. It will be an after thought and there won't be the budget for it therefore making the lives of Kings Langley Residents harder.
Include files	
Number	Question 12
ID	LPIO13259
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be

	<p>much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable</p> <ul style="list-style-type: none"> Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO13370
Full Name	Mrs Christine Mitchell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Local infrastructure is at breaking point already. Roads and rail links are close to breaking point as is.
Include files	
Number	Question 12
ID	LPIO13371
Full Name	Mr Alan Mitchell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Local infrastructure is at breaking point already. Roads and rail links are close to breaking point as is.
Include files	
Number	Question 12
ID	LPIO13449
Full Name	Mrs Catherine Imber
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<p>Your response - Please add your response here</p>	<p>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, 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>The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. Parking is a critical issue in Berkhamsted.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
<p>Include files</p>	
<p>Number</p>	<p>Question 12</p>
<p>ID</p>	<p>LPIO13497</p>
<p>Full Name</p>	<p>Deborah Smith</p>
<p>Company / Organisation</p>	
<p>Position</p>	

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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO13552
Full Name	Mr Alan O'Neill

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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited. Car Parking is already completely inadequate</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12

ID	LPIO13605
Full Name	Sue O'Neill
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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited. Car Parking is already inadequate</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO13667
Full Name	Tim Uden
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of

	Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO13732
Full Name	Edward Hatley
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are very limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable

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Include files	
Number	Question 12
ID	LPIO13781
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to

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Include files	
Number	Question 12
ID	LPIO13837
Full Name	Alex Dann
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and

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Include files	
Number	Question 12
ID	LPIO14007
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>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.</p> <p>...</p> <p>BRAG response to Question 12(please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. We would support any review of parking standards which recognised the increased size of vehicles.

	<ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO14056
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>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.</p> <p>...</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.

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Include files	
Number	Question 12
ID	LP1014104
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>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.</p> <p>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when

	<p>selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution</p> <ul style="list-style-type: none"> We would support any review of parking standards which recognised the increased size of vehicles <ul style="list-style-type: none"> While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO14155
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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution

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Include files	
Number	Question 12
ID	LPIO14297
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage

	<p>and exacerbate associated problems of congestion and</p> <ul style="list-style-type: none"> We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO14357
Full Name	Mr Humphreys
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO14385
Full Name	Ray 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) 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> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p>

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Include files	
Number	Question 12
ID	LPIO14433
Full Name	Giselle Okin
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 & 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>

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
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- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO14482
Full Name	Mr David Griffin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<i>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.</i>

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

Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
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- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO14680
Full Name	Ann Bunn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	

Include files	
Number	Question 12
ID	LPIO14693
Full Name	Mrs Gillian Bailey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Roads and accessibility are appalling at present. High Street and Shootersway are subject to traffic jams every day. Not providing adequate parking for residents.
Include files	
Number	Question 12
ID	LPIO14715
Full Name	Mrs Jean Perkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO14759
Full Name	Ms Paula Farnham
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 (or will be) responded (ing) in full to the 'Issues & 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. However, I would like to take this opportunity to emphasize just a few of the most important points within that response.

Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. which is already very congested. Options are limited.

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
 - Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution
- We would support any review of parking standards which recognised the increased size of vehicles.
 - While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable
- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO14830
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	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, please take this as confirmation that I wish DBC to duplicate BRAG's responses under my name.

In addition, I draw attention to some of the most important points within that response

Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
 - Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.
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- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO14877
Full Name	Mr Michael Curry
Company / Organisation	Tring Town Council
Position	Town Clerk
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The section covers the majority of key issues relating to roads, transport and accessibility but paragraph 5.5.2 should include a commitment to improve air quality and to mitigate climate change.</p> <p>A commitment from Dacorum to adopt Hertfordshire County Council's new emphasis in the draft Local Transport Plan on providing viable alternatives to car transport should be included. Such provision should then be a necessary condition for planning approval.</p> <p>The review of parking standards is welcomed. These are woefully inadequate and will remain so until the provision of alternative means of transport bring about a change in behaviour.</p>
Include files	
Number	Question 12
ID	LPIO14932
Full Name	Malcolm and Jill Allen
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets and has a station in the centre of the town. Parking is a major headache now and this development is likely to generate 6 extra car journeys a day per car. Assuming each new house has two cars, the average for Berkhamsted, we can expect over 20,000 more journeys. Because most of the development is planned for south Berkhamsted much of this movement will be along Shootersway, Kings Road and Crossoak Road. These roads have narrow pavements and are used by children and parents walking to school. There will also be a huge impact by heavy Goods Vehicles supporting the building projects. Finally there are no plans to improve access on to the A41 so at rush hour we can expect huge congestion around the entry and exit junction and the feeder routes on to it.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p>

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
 - Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and
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- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO14982
Full Name	Mr Clive Freestone
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.

	<p>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and • We would support any review of parking standards which recognised the increased size of <ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO15032
Full Name	Mr & Mrs D A Simmons
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 & Options' consultation.</p> <p>We request you accept this summary as confirmation that we wish DBC to duplicate BRAG's responses under our names.</p>

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.***

Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
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- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO15076
Full Name	Tom Simmons
Company / Organisation	St William Homes LLP
Position	Development Manager
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	With regards to highways and accessibility (question 12) DBC should encourage residential development to be

	<p>either car free or to include low car parking ratios in areas of good public transport accessibility.</p> <p>This would promote the use of sustainable modes of transport and result in considerable environmental benefits.</p>
Include files	
Number	Question 12
ID	LPIO15148
Full Name	Mr David Broadley
Company / Organisation	Aylesbury Vale District Council
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Issue 5 - How will people get around?</p> <p>It is considered the A41 route, particularly the Aylesbury-M25 section should be addressed in traffic modelling work as the local plan progresses, taking account of committed growth and the ambitions of emerging local plans in vicinity of the route.</p> <p>p.36 Transport- We have a query on the COMET model used in Hertfordshire – does it utilise committed growth in neighbouring districts and how compatible is the model with for example the different type of traffic model used in Buckinghamshire?</p>
Include files	
Number	Question 12
ID	LPIO15223
Full Name	Sue Tiley
Company / Organisation	Welwyn Hatfield Borough Council
Position	Planning Policy and Implementation Manager
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>It would be useful for this section to acknowledge that Dacorum Borough Council (alongside Welwyn Hatfield BC and other authorities) are part of the A414 Consortium, which is undertaking a study of this strategic route. The cumulative impact of growth along this corridor will need to be addressed by the transport strategy and this could have implications for the Dacorum Local Plan and Duty to Cooperate activity with other authority areas.</p>
Include files	
Number	Question 12

ID	LPIO15259
Full Name	Caroline Manson
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 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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12: <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • We would support any review of parking standards which recognised the increased size of vehicles. • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport – and the provision of public transport to service ridge top locations has proven to be unviable

	<ul style="list-style-type: none"> Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO15311
Full Name	Mr Alan Conway
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 already responded to the Issues & Options Consultation. I have studied their comments and confirm that I support the arguments put forward in their submission.</p> <p>Q12 Transport issues I support the BRAG submission. I am convinced that a realistic assessment of these is essential.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution We would support any review of parking standards which recognised the increased size of vehicles While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable Some realistic modelling is needed about how we define congestion and the standards to be applied.

	It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO15360
Full Name	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>Standard BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • We would support any review of parking standards which recognised the increased size of vehicles. • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO15422
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 & 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.</p> <p>I would like to take this opportunity emphasize some of the most important points within that response.</p> <p>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited. The lack of infrastructure improvements is causing issues. Following the new development on Shootersway/Durrants Lane, traffic volumes on those roads have increased and there are regularly queues in the morning from the traffic lights at Shootersway/Kingshill back past the mini-roundabout at the top of Cross Oak Road, causing both problems on Cross Oak Road and forcing more traffic down Durrants Lane.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles

	<ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO15470
Full Name	Sarah and Nigel Tester
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 & 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited. Currently travelling through Berkhamsted during peak times, on the only "major" road will add at least 20-30 minutes to a journey without the additional journeys made by the significant increase in car journeys.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A

	<p>much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution</p> <ul style="list-style-type: none"> • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO15526
Full Name	Miss Tanya Assarat
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 & 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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage

	<p>and exacerbate associated problems of congestion and pollution</p> <ul style="list-style-type: none"> • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO15575
Full Name	Melanie 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>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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles

	<ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO15642
Full Name	Mr 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>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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the

	<p>roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable</p> <ul style="list-style-type: none"> Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO15701
Full Name	Mark Pawlett
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO15749

Full Name	Maria & Colin Sturges
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO15796
Full Name	David Kerrigan
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 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>Sites are proposed for Berkhamsted which will increase traffic flow, congestion and parking problems in a townscape which does not allow acceptable solutions.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO15844
Full Name	Rob McCarthy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>As a resident of the hamlet of Tring Station in the Parish of Aldbury, liable to be affected by development on the proposed sites Tr-h1, Tr-h2 and Tr-h3 to the east of Tring Town, I wish to add my support to the response submitted by Aldbury Parish Council.</p> <p>Albury response :</p> <p>There are likely to be major traffic increases from other housing developments from neighbouring areas in Aylesbury Vale e.g. Aylesbury Garden Town (3,000 homes), RAF Halton (1,000 homes) and smaller developments in Pitstone (200 homes), Aston Clinton (600 homes), Weston Turville and Wendover. Some of these proposed developments have already been approved and others are contained in the draft Vale of Aylesbury Local Plan (VALP), currently out for consultation. It can be confidently expected that some of the new residents of these locations will wish to travel to Milton Keynes, Watford or London Euston for employment purposes and will want to use Tring railway station, located to the east of Tring Town in the West Ward (Tring Station hamlet) of Aldbury Parish. The Tring railway station car park is full to capacity before the end of peak travel time on weekdays with the consequence that some of those drivers who are unable to use the car park either drive to their destination or try to park on surrounding roads. Some will make use of the car park at Berkhamsted station but in time that car park will also become full to capacity. The West Ward of Aldbury Parish has its boundary with the East Ward at the railway line (the West Coast Main Line). The East Ward of Aldbury Parish comprises the village of Aldbury (including a much appreciated Conservation Area, with village green, pond and stocks) with the remainder being Chilterns AONB, Ashridge Estate or Rural Area. There is in any case expected to be an increase in road traffic using Station Road and Northfield Road as an alternative to the already busy B488 (Upper Icknield Way) as a route to the likes of Dunstable, Luton or Aylesbury. In the longer term there is likely to be an impact arising from the proposed Oxford to Cambridge Expressway with quicker journeys to the major employment areas of Oxford and Cambridge and a resulting impetus for more housing development in Aylesbury Vale and Central Bedfordshire. There is also an unknown demand for housing likely to be coming from the Mayor of London.</p>
Include files	
Number	Question 12
ID	LPIO15849
Full Name	Judith McCarthy
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>As a resident of the hamlet of Tring Station in the Parish of Aldbury, liable to be affected by development on the proposed sites Tr-h1, Tr-h2 and Tr-h3 to the east of Tring Town, I wish to add my support to the response submitted by Aldbury Parish Council.</p> <p>Aldbury response :</p> <p>There are likely to be major traffic increases from other housing developments from neighbouring areas in Aylesbury Vale e.g. Aylesbury Garden Town (3,000 homes), RAF Halton (1,000 homes) and smaller developments in Pitstone (200 homes), Aston Clinton (600 homes), Weston Turville and Wendover. Some of these proposed developments have already been approved and others are contained in the draft Vale of Aylesbury Local Plan (VALP), currently out for consultation. It can be confidently expected that some of the new residents of these locations will wish to travel to Milton Keynes, Watford or London Euston for employment purposes and will want to use Tring railway station, located to the east of Tring Town in the West Ward (Tring Station hamlet) of Aldbury Parish. The Tring railway station car park is full to capacity before the end of peak travel time on weekdays with the consequence that some of those drivers who are unable to use the car park either drive to their destination or try to park on surrounding roads. Some will make use of the car park at Berkhamsted station but in time that car park will also become full to capacity. The West Ward of Aldbury Parish has its boundary with the East Ward at the railway line (the West Coast Main Line). The East Ward of Aldbury Parish comprises the village of Aldbury (including a much appreciated Conservation Area, with village green, pond and stocks) with the remainder being Chilterns AONB, Ashridge Estate or Rural Area. There is in any case expected to be an increase in road traffic using Station Road and Northfield Road as an alternative to the already busy B488 (Upper Icknield Way) as a route to the likes of Dunstable, Luton or Aylesbury. In the longer term there is likely to be an impact arising from the proposed Oxford to Cambridge Expressway with quicker journeys to the major employment areas of Oxford and Cambridge and a resulting impetus for more housing development in Aylesbury Vale and Central Bedfordshire. There is also an unknown demand for housing likely to be coming from the Mayor of London.</p>
Include files	
Number	Question 12
ID	LPIO15896
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	The proposed expansion of London Luton and Heathrow Airports is of concern from increased traffic, air and noise pollution.
Include files	
Number	Question 12
ID	LPIO15976
Full Name	Mr Robert Sellwood
Company / Organisation	The Crown Estate
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>As the plan correctly notes, the key to achieving a more sustainable pattern of development is to identify strategic development locations close to the major towns where there are deliverable opportunities to achieve a significant modal shift away from the car and towards walking, cycling and public transport. However, this will need to be balanced by a package of road improvements.</p> <p>Funding for such improvements can be obtained via CIL or, in the case of strategic infrastructure, through bids for funding from central Government. Given their size, strategic sites provide the best opportunity to assist with strategic infrastructure upgrades.</p>
Include files	
Number	Question 12
ID	LPIO16054
Full Name	Dave Thomas
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 the attached document describing issues and options that I and many other residents of Tring have addressed regarding housing development</p> <p>GFRA Response to Question 12, full document attached to question 46</p>

	<p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO16108
Full Name	Helen and Aaron Talbot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which</p>

	<p>identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO16167
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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature</p>

	conclusion given that significant reports remain outstanding.
Include files	
Number	Question 12
ID	LPIO16224
Full Name	Stuart Mears
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO16285
Full Name	Kitty Thomas
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 the attached report written on mine and other residents request.</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO16347
Full Name	Aaron 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>I support GFRA responses see below.</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same</p>

	<p>investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO16394
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>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, 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>Q 12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward

	<p>in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution</p> <ul style="list-style-type: none"> • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO16460
Full Name	Andrew Yeomans
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 endorse the attached reports from the Chiltern Countryside Group and the Grove Fields Residents Association, regarding the local plan consultation.</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature</p>

	conclusion given that significant reports remain outstanding.
Include files	
Number	Question 12
ID	LPIO16503
Full Name	Andrew Yeomans
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 endorse the attached reports from the Chiltern Countryside Group and the Grove Fields Residents Association, regarding the local plan consultation. CCG response to question 12 full document attached to question 46</p> <p>The proposed expansion of London Luton and Heathrow Airports is of concern from increased traffic, air and noise pollution</p>
Include files	
Number	Question 12
ID	LPIO16536
Full Name	Ian Emmas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> . Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments . Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage

	<p>when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.</p> <ul style="list-style-type: none"> . We would support any review of parking standards which recognised the increased size of vehicles. . While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport – and the provision of public transport to service ridge top locations has proven to be unviable . Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO16678
Full Name	Katie Parsons
Company / Organisation	Historic England
Position	Historic Environment Planning Advisor
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	All proposed transport infrastructure schemes and route options should take into consideration their impacts on heritage assets and their setting, alongside archaeological potential. Paragraph 132 of the NPPF states that significance can be harmed or lost through development within the setting of a heritage asset. These matters will be material to the further drafting of transport policy and the selection of routes.
Include files	
Number	Question 12
ID	LPIO16713
Full Name	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	No
Your response - Please add your response here	Issue 5 – It is essential that all future growth within Dacorum is fully assessed in relation to transport impacts both within and beyond the Borough. Transport modelling should take account of growth proposals within the emerging and adopted local plans of neighbouring authorities
Include files	
Number	Question 12
ID	LPIO16819
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	<p>As a member of the Grove Field Residents Association, I am in broad agreement with their conclusions.</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO16887
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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO16975
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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of</p>

	<p>updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LP1017032
Full Name	Jade 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>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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It</p>

	has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.
Include files	
Number	Question 12
ID	LPIO17089
Full Name	Grahame Senior
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 support and endorse the views expressed in the attached document as a member of GFRA</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO17200
Full Name	Watford Borough Council
Company / Organisation	

Position	Principal Planning Officer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Question 12.</p> <p>Development pressures from London will continue to affect districts beyond London such those in south west Hertfordshire. London will continue to provide employment opportunities that will require people to commute. However, it will be equally important to provide opportunities for people to walk and cycle (by choice) through the creation and enhancement of convenient and attractive routes that connect people with local destinations. This could help reduce the volume of unnecessary traffic associated with short journeys.</p>
Include files	
Number	Question 12
ID	LPIO17221
Full Name	Debbie Crooks Pam Moss
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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography

	<p>of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution</p> <ul style="list-style-type: none"> • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO17262
Full Name	AN Champion
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 infrastructural proposals are general and not integrated across service providers eg HCC Highways for roads, Thames Water for sewage, Affinity Water for water supply, West Herts Healthcare for medical support, other utility providers etc,</p> <p>Sites should be considered for development when funded plans are in place for the necessary infrastructure improvements.</p>
Include files	
Number	Question 12
ID	LPIO17279
Full Name	Margaret and Andrew 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>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.</p> <p>...</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO17336
Full Name	Mr David Parker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>...</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO17388
Full Name	Lesley 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 12 below (copy of full response attached to question 46)</p> <p><i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. We must not forget that each new property built entails six new car

	<p>movements per unit per day (TRICS numbers). Our roads cannot handle this and as a linear valley town we have no opportunity to build more roads</p> <ul style="list-style-type: none"> • Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • In Section 5.5.1 it is stated "... policy requires plans to direct growth to 'sustainable locations' which enable maximum use to be made of public transport, cycling and walking ..." few of the proposed sites in Berkhamsted enjoy immediate access to public transport. There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre. • Nothing has changed since the 2012 enquiry. The Section on Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. • The significance of the Local Transport Plan, which encourages the use of walking and cycling, for edge-of-town developments, needs to be emphasised
Include files	
Number	Question 12
ID	LPIO17443
Full Name	Sara Bell
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any</p>

	<p>potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LP1017502
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>Please find attached a report (GFRA) about the proposed development of Tring.</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with</p>

	by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding. ...
Include files	
Number	Question 12
ID	LPIO17550
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 12 below (copy of full response attached to question 46)</p> <p><i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. We must not forget that each new property built entails six new car movements per unit per day (TRICS numbers). Our roads cannot handle this and as a linear valley town we have no opportunity to build more roads • Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • In Section 5.5.1 it is stated "... policy requires plans to direct growth to 'sustainable locations' which enable maximum use to be made of public transport, cycling and walking ..." few of the proposed sites in Berkhamsted enjoy immediate access to public transport. There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre. • Nothing has changed since the 2012 enquiry. The Section on Key Transport Issues (5.5.2)

	<p>ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments.</p> <ul style="list-style-type: none"> The significance of the Local Transport Plan, which encourages the use of walking and cycling, for edge-of-town developments, needs to be emphasised
Include files	
Number	Question 12
ID	LPIO17609
Full Name	Paul Hembury
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 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 & Development details my concerns comprehensively.</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	

Number	Question 12
ID	LPIO17683
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>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.</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO17732
Full Name	Diana Woodward
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<p>Your response - Please add your response here</p>	<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 12 below - full document attached to Question 46</p> <p><i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. We must not forget that each new property built entails six new car movements per unit per day (TRICS numbers). Our roads cannot handle this and as a linear valley town we have no opportunity to build more roads • Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • In Section 5.5.1 it is stated "... policy requires plans to direct growth to 'sustainable locations' which enable maximum use to be made of public transport, cycling and walking ..." few of the proposed sites in Berkhamsted enjoy immediate access to public transport. There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre. <p>Nothing has changed since the 2012 enquiry. The Section on Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments.</p> <ul style="list-style-type: none"> • The significance of the Local Transport Plan, which encourages the use of walking and cycling, for edge-of-town developments, needs to be emphasised.
<p>Include files</p>	
<p>Number</p>	<p>Question 12</p>
<p>ID</p>	<p>LPIO17788</p>
<p>Full Name</p>	<p>John and Helen Osborne</p>
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>No</p>

Your response - Please add your response here	<p>We are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO17846
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>We are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements</p>

	<p>associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO17904
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>Please find attached a reports commissioned by a residents association (GFRA) challenging the current plans for additional building in the Tring area.</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with</p>

	by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.
Include files	
Number	Question 12
ID	LPIO17963
Full Name	Mr Michael Burbidge
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 agree with the approach but the levels of development in Dacorum need to be combined with those of Buckinghamshire which is expanding Aylesbury at an alarming rate. Also with the closure of Halton there will be a huge amount of land available for development. These expansions could dwarf the Dacorum growth so I do not believe that the traffic can easily be accommodated. The queues from the M25 along the A41 and through Hemel to M1 are already huge and growing in rush hour without these increases.</p> <p>Dacorum has a poor record of providing for the needs of cyclists and pedestrians. There are few cycle lanes and those that do exist are poorly built (some are unsafe to use) and poorly maintained. (I am happy to demonstrate this to interested parties). The shared use path from Tring to the station is often overgrown, covered in leaves or nettles which means that cyclists and pedestrians are using the same section the path. This is particularly dangerous at night as it is unlit. A complete change of attitude will be required to make good the promise of “Balancing the needs of car and other road users (i.e. pedestrians and cyclists)”. What assurances do we have that the if the current provision model will continue?</p> <p>I have already expressed by doubts about Network Rail and the franchise operator being able or willing to provide the additional carriage, parking and cycle parking required as it is already inadequate.</p> <p>I would like to add to the list of key transport issues within Dacorum</p> <ul style="list-style-type: none"> • Poorly maintained road infrastructure – no need to provide evidence you only have to drive on the roads in the borough to know that is true.
Include files	
Number	Question 12

ID	LPIO18013
Full Name	mr Richard Lambert
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO18084
Full Name	Mr Graham Bright
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 the response from the Grove Fields Residents Association, which I fully endorse</p> <p>My personal position, in summary is as follows:</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding</p>
Include files	
Number	Question 12
ID	LPIO18141
Full Name	Peter and Cathy Davidson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Further opinions and ideas are given in Grove Fields Consultants report attached</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods</p>

	<p>undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LP1018198
Full Name	Nicky and Dave Hulse
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature</p>

	conclusion given that significant reports remain outstanding.
Include files	
Number	Question 12
ID	LPIO18251
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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of

	Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO18311
Full Name	Terry and Jennifer Elliott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO18457
Full Name	Mrs Wendy Mclean

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>In the main these are just statements and all sounds rather Hemel centric. It doesn't adequately address the outer villages needs or indeed access to Hemel Hempstead. Foot paths are not mentioned.</p> <p>'Paramics' Model (for Hemel Hempstead)? If the Government policy is to improve air quality & lower levels of congestion, how does the model respond to Apsley and Kings Langley. London Road in Apsley is already considered to be one of the most polluted roads in the Borough. Kings Langley is hemmed in between Apsley, the Railway, A41 bypass and M25. The only reason K/L is not as polluted as Apsley is because it consists of low rise properties and Green belt land. It should be a criminal offence to deliberately develop in an already severely polluted area.</p>
Include files	
Number	Question 12
ID	LPIO18479
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>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • We would support any review of parking standards which recognised the increased size of vehicles.

	<ul style="list-style-type: none"> • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport – and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO18525
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>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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern

	<p>modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable</p> <ul style="list-style-type: none"> • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO18572
Full Name	Captain Andrew 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>I entirely agree with all responses given by BRAG (Berkhamsted Residents Action Group).</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO18618
Full Name	Lindy Weinreb
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>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. We must not forget that each new property built entails six new car movements per unit per day (TRICS numbers). Our roads cannot handle this and as a linear valley town we have no opportunity to build more roads • Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • In Section 5.5.1 it is stated "... policy requires plans to direct growth to 'sustainable locations' which enable maximum use to be made of public transport, cycling and walking ..." few of the proposed sites in Berkhamsted enjoy immediate access to public transport. There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre. Nothing has changed since the 2012 enquiry. The Section on Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. • The significance of the Local Transport Plan, which encourages the use of walking and cycling, for edge-of-town developments, needs to be emphasised.
Include files	
Number	Question 12
ID	LPIO18665
Full Name	Hilary Abbott

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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO18711

Full Name	Paul and Gillian 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>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.</p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12

ID	LPIO18757
Full Name	Berkhamsted Citizens
Company / Organisation	Berkhamsted Citizens
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. We must not forget that each new property built entails six new car movements per unit per day (TRICS numbers). Our roads cannot handle this and as a linear valley town we have no opportunity to build more roads • Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • In Section 5.5.1 it is stated "... policy requires plans to direct growth to 'sustainable locations' which enable maximum use to be made of public transport, cycling and walking ..." few of the proposed sites in Berkhamsted enjoy immediate access to public transport. There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre. Nothing has changed since the 2012 enquiry. The Section on Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. • The significance of the Local Transport Plan, which encourages the use of walking and cycling, for edge-of-town developments, needs to be emphasised.
Include files	
Number	Question 12
ID	LPIO18804
Full Name	Lyndsay Slater
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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO18853
Full Name	Andrew and Margit Dobbie
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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO18899
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>I entirely agree with all responses given by BRAG (Berkhamsted Residents Action Group).</p> <p>...</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO18942
Full Name	Rupert Symmons
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	<p>In relation to rail transport, one of the key issues that impact on the borough is not capacity on the west coast mainline but the number and length of trains run by London Midland. At present the service levels, especially to Kings Langley and Apsley, are sub-standard – trains cancelled regularly, infrequent service, short formed trains.</p> <p>At present the service is not good enough to cope with the current level of users and will only become worse with any planned development.</p>
Include files	
Number	Question 12
ID	LPIO18977
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	<p>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.</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12

ID	LPIO19040
Full Name	Barbara Gainsley
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 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"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. We must not forget that each new property built entails six new car movements per unit per day (TRICS numbers). Our roads cannot handle this and as a linear valley town we have no opportunity to build more roads • Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • In Section 5.5.1 it is stated "... policy requires plans to direct growth to 'sustainable locations' which enable maximum use to be made of public transport, cycling and walking ..." few of the proposed sites in Berkhamsted enjoy immediate access to public transport. There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre. Nothing has changed since the 2012 enquiry. The Section on Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. • The significance of the Local Transport Plan, which encourages the use of walking and cycling, for edge-of-town developments, needs to be emphasised.

Include files	
Number	Question 12
ID	LPIO19097
Full Name	Bill Ahearn
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO19155
Full Name	Ms Sarah Hain
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<p>Your response - Please add your response here</p>	<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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 12</p>
<p>ID</p>	<p>LPIO19213</p>
<p>Full Name</p>	<p>Grove Fields Residents Association</p>
<p>Company / Organisation</p>	<p>Grove Fields Residents Association</p>
<p>Position</p>	
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>No</p>
<p>Your response - Please add your response here</p>	<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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads,</p>

	<p>transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding</p>
Include files	
Number	Question 12
ID	LPIO19270
Full Name	Marcus, Jane, Abigail and Jennifer Fox
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any</p>

	<p>potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO19324
Full Name	Stuart, Miranda & Melissa Kay
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 & 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A

	<p>much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution</p> <ul style="list-style-type: none"> • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO19371
Full Name	Wai Tang and Greg Barfoot
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 note we are aware that 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, 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>Q12. Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A

	<p>much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution</p> <ul style="list-style-type: none"> • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO19372
Full Name	Wai Tang and Greg Barfoot
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 note we are aware that 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, 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>Q12/Q28/Q29 Realistically Berkhamstead's road network is at capacity. Additional homes - particularly at the edge of the town (especially up hill) will mean additional cars (this is based on experience). Households at the edge of Berkhamsted all have at least one car because of the distance to the town centre and the steepness of the hills. Berkhamsted's roads will become more congested and more polluted</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that

	<p>people will not walk/cycle to the proposed Berkhamsted developments</p> <ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO19420
Full Name	Philippa Jones
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 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>Question 12</p> <p><i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. We must not forget that each new property built entails six new car movements per unit per day (TRICS numbers). Our roads cannot handle this and as a linear valley town we have no opportunity to build more roads • Development is still being located in areas of Berkhamsted where, because of the topology of

	<p>the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.</p> <ul style="list-style-type: none"> In Section 5.5.1 it is stated "... policy requires plans to direct growth to 'sustainable locations' which enable maximum use to be made of public transport, cycling and walking ..." few of the proposed sites in Berkhamsted enjoy immediate access to public transport. There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre. <p>Nothing has changed since the 2012 enquiry. The Section on Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments.</p> <p>The significance of the Local Transport Plan, which encourages the use of walking and cycling, for edge-of-town developments, needs to be emphasised</p>
Include files	
Number	Question 12
ID	LPIO19475
Full Name	John Wignall
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 endorse the findings of the attached report prepared for the Grove Fields Residents Association.</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p>

	<p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO19532
Full Name	Kevin Cullen
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 refer to the attached report.(BRAG)</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO19590

Full Name	Mark Lawson and Sharon 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>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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO19646
Full Name	Vivienne Inmonger
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO19705
Full Name	John Inmonger
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads,</p>

	<p>transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO19759
Full Name	Ben Barth
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>Question 12</p> <p><i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. We must not forget that each new property built entails six new car movements per unit per day (TRICS numbers). Our roads cannot handle this and as a linear valley town we have no opportunity to build more roads • Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the

	<p>accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution.</p> <ul style="list-style-type: none"> In Section 5.5.1 it is stated "... policy requires plans to direct growth to 'sustainable locations' which enable maximum use to be made of public transport, cycling and walking ..." few of the proposed sites in Berkhamsted enjoy immediate access to public transport. There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre. <p>Nothing has changed since the 2012 enquiry. The Section on Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments.</p> <ul style="list-style-type: none"> The significance of the Local Transport Plan, which encourages the use of walking and cycling, for edge-of-town developments, needs to be emphasised.
Include files	
Number	Question 12
ID	LPIO19828
Full Name	Jon Esson
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 a member of the Grove Fields Residents Association and support the findings set out in their report as attached</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p>

	It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.
Include files	
Number	Question 12
ID	LPIO19912
Full Name	Chris 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>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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	

Number	Question 12
ID	LPIO19969
Full Name	mrs sue van rhee
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO20026
Full Name	Kate and Ben Marston
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<p>Your response - Please add your response here</p>	<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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 12</p>
<p>ID</p>	<p>LPIO20083</p>
<p>Full Name</p>	<p>Maurice and Christine O'Keefe</p>
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>No</p>
<p>Your response - Please add your response here</p>	<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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by</p>

	<p>Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO20140
Full Name	Sherry and Haydn Bond
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It</p>

	has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.
Include files	
Number	Question 12
ID	LPIO20198
Full Name	Dianne Pilkington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is</p>

	under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.
Include files	
Number	Question 12
ID	LPIO20246
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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of

	Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO20301
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	<p>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.</p> <p>Please accept this email and the attached report as my feedback on the proposed development of Tring.</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant</p>

	settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.
Include files	
Number	Question 12
ID	LPIO20359
Full Name	Deborah Turnbull
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO20407
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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO20468
Full Name	Mr David Parker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<p>Your response - Please add your response here</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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 12</p>
<p>ID</p>	<p>LPIO20516</p>
<p>Full Name</p>	<p>DR Brigitta Case</p>
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>No</p>
<p>Your response - Please add your response here</p>	<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>

The 46 Questions have been eloquently answered by many and I support the answers given by both the **Berkhamsted Citizens' Association** and the **Berkhamsted Residents Action Group**. 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.

BRAG and Berkhamsted Citizens responses to this question are below - (the full document response are attached to the two Question 46

BRAG response to Question 12 (please note full document is attached to Q46)

Question 12 *Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?*

No

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments
- Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution
- We would support any review of parking standards which recognised the increased size of vehicles
- While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable
- Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Berkhamsted Citizens response

Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?

No

- Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. We must not forget that each new property built entails six new car movements per unit per day (TRICS numbers). Our roads cannot handle this and as a linear valley town we have no opportunity to build more roads

	<ul style="list-style-type: none"> • Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • In Section 5.5.1 it is stated "... policy requires plans to direct growth to 'sustainable locations' which enable maximum use to be made of public transport, cycling and walking ..." few of the proposed sites in Berkhamsted enjoy immediate access to public transport. There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre • The significance of the Local Transport Plan, which encourages the use of walking and cycling, for edge-of-town developments, needs to be emphasised
Include files	
Number	Question 12
ID	LPIO20563
Full Name	Christine Manning
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 support the views put forward by the Berkhamsted Citizens Association in their response to the Core Strategy</p> <p><i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. We must not forget that each new property built entails six new car movements per unit per day (TRICS numbers). Our roads cannot handle this and as a linear valley town we have no opportunity to build more roads • Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and

	<p>exacerbate associated problems of congestion and pollution</p> <ul style="list-style-type: none"> • In Section 5.5.1 it is stated "... policy requires plans to direct growth to 'sustainable locations' which enable maximum use to be made of public transport, cycling and walking ..." few of the proposed sites in Berkhamsted enjoy immediate access to public transport. There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre. • The significance of the Local Transport Plan, which encourages the use of walking and cycling, for edge-of-town developments, needs to be emphasised
Include files	
Number	Question 12
ID	LPIO20604
Full Name	Ailsa Davis
Company / Organisation	HCC Development services, Property , Resources
Position	Principal Planning Officer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The Issues and Options paper identifies the need for updated transport modelling to identify the infrastructure required to support additional growth.</p> <p>The high level Highways Assessment work forming part of the separate representations we make on behalf of HCC as part of the Call for Sites 2017 exercise, suggests that in relation to its land interests at Dunsley Farm and Wayside Farm;</p> <ul style="list-style-type: none"> • There is sufficient capacity within the highways network to accommodate a range of development scenarios at Dunsley Farm, Tring • There are issues of highways capacity and congestion within the High Street and on the A4251 Watford Road/surrounding roads, and at Junction 20 of the M25/A41 which need to be considered <p>The high level highways work carried out in relation to Wayside Farm suggests that the efficacy of measures in the South West Hertfordshire Growth and Transport Plan are likely to influence the degree to which existing highway issues can be addressed and development potential realised whether in the middle of the Plan period, towards the end of the plan period, or held back as reserve or safeguarded land. Those issues clearly require further consideration in order to confirm that the scale of development envisaged (18 ha of employment land) in the Issues and Options consultation is capable of being achieved.</p>
Include files	
Number	Question 12

ID	LPIO20635
Full Name	Jane Hawkins
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 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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO20691
Full Name	Keiron Wybrow
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<p>Your response - Please add your response here</p>	<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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 12</p>
<p>ID</p>	<p>LP1020739</p>
<p>Full Name</p>	<p>Christopher Townsend</p>
<p>Company / Organisation</p>	
<p>Position</p>	<p>Councillor, Tring Town Council</p>
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>No</p>
<p>Your response - Please add your response here</p>	<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>The section covers the majority of key issues relating to roads, transport and accessibility but paragraph 5.5.2 should include a commitment to improve air quality and to mitigate climate change.</p> <p>A commitment from Dacorum to adopt Hertfordshire County Council's new emphasis in the draft Local Transport Plan on providing viable alternatives to car transport should be included. Such provision should then be a necessary condition for planning approval.</p>

	The review of parking standards is welcomed. These are woefully inadequate and will remain so until the provision of alternative means of transport bring about a change in behaviour.
Include files	
Number	Question 12
ID	LPIO20787
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	A number of the proposed sites would not be easily accessible for some residents either to walk or cycle into or out of Northchurch village / Berkhamsted town centre because of the landscape. Increasing travel by motor car worsening existing parking problems / affecting air quality.
Include files	
Number	Question 12
ID	LPIO20833
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	<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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography

	<p>of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution</p> <ul style="list-style-type: none"> • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO20875
Full Name	Mrs. Sue Yeomans
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 welcome the opportunity to contribute to the Dacorum Borough Council's (DBC) consultation on Issues & 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>The proposed expansion of London Luton and Heathrow Airports is of concern from increased traffic, air and noise pollution.</p>
Include files	
Number	Question 12
ID	LPIO20909
Full Name	Mr Jake Storey
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 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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO20964
Full Name	Mr & Mrs J.D Battye
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 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>Q12 BRAG. Berkhamsted is a valley town with the linear barriers of WCML and Grand Union canal intersected by steep and already inadequate roads (Chesham Road, Cross Oak Road, Gravel Path, Swing Gate Lane, Durrants Lane, Darrs Lane, Bell Lane, Ivy House Lane etc.) leading from the valley tops where almost all the sites put forward are located. An ageing population is not going to walk/cycle into the centre of the town. Increased car use and congestion will result from any of these developments which could only be ameliorated by pulling down existing houses along the roads mentioned above. There is an acknowledged deficit of open space in the town and peripheral development will only exacerbate the lack of amenity.</p> <p>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable

	<ul style="list-style-type: none"> Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed? <p>Berkhamsted Town Council response</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution in the town centre and adjacent roads.</p> <p>In Section 5.5.1 it is stated “ ... policy requires plans to direct growth to ‘sustainable locations’ which enable maximum use to be made of public transport, cycling and walking Few of the proposed sites in Berkhamsted enjoy immediate access to public transport. There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre.</p>
Include files	
Number	Question 12
ID	LPIO21049
Full Name	julie owen
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 attached report says what we friends of Grove Fields cannot say in the correct language.</p> <p>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods</p>

	<p>undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO21114
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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>

Include files	
Number	Question 12
ID	LPIO21159
Full Name	St Albans Diocesan Board of Finance
Company / Organisation	St Albans Diocesan Board of Finance
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"> • SADBDF understand Dacorum, and indeed Hertfordshire County Council and the neighbouring local authorities, use the COMET model to assess the impact of development scenarios on the highway network. Dacorum have requested that scenario 2C is tested with this model • SADBDF have concern that scenario 2C is not the most suitable growth strategy to adopt for Dacorum, and highlight the important role that market towns should play in planning for sustainable growth: surely the benefit of providing various scenarios in an Issues and Options consultation is to be able to consider comparisons. The model should also be prepared for scenarios 1C and 3. • Furthermore, SADBDF note that the consideration of transport and accessibility matters must be considered in the context of cross-boundary matters, especially regarding commuting patterns
Include files	
Number	Question 12
ID	LPIO21190
Full Name	Sarah Lightfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments – in spite of this being identified yet again in the Site Appraisals. • Development is still being proposed in areas of Berkhamsted where, because of the topography

	<p>of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution</p> <ul style="list-style-type: none"> • I would support any review of parking standards which recognised the increased size of vehicles • While I support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns, the roads of which were never designed for modern modes of transport – and the provision of public transport to service ridge top locations has proven to be unviable as demonstrated at the Core Strategy inquiry • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now frequently take 20 minutes to get from one end of Berkhamsted/Northchurch to the Regular closures of the A41 by-pass funnels traffic through the town and exacerbates the congestion.
Include files	
Number	Question 12
ID	LPIO21242
Full Name	Sarah Lightfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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 coverage of air quality. As well as impacting human health, research shows the effects of air pollution on the natural environment (see Plantlife report We Need to Talk About Nitrogen http://www.plantlife.org.uk/uk/our-work/policy/nitrogen). Nitrogen deposited from the air and in rain enriches the soil, favouring species like nettles and dock, to the detriment of rarer plants. The proximity of the Chilterns Beechwoods Special Area of Conservation to the road network in Dacorum makes this a particular issue. The Site Improvement Plan for the Chilterns Beechwoods (http://publications.naturalengland.org.uk/publication/6228755680854016) identifies that atmospheric nitrogen deposition exceeds the critical loads for ecosystem protection.</p> <p>The Chilterns Conservation Board considers that growth in traffic in and across the Chilterns AONB should be</p>

	limited to address air quality, this may require limiting development until vehicles are cleaner.
Include files	
Number	Question 12
ID	LPIO21279
Full Name	Sarah Lightfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I strongly support the Chiltern Countryside Group's submission regarding the Green Belt and AONB (below) The proposed expansion of London Luton and Heathrow Airports is of concern from increased traffic, air and noise pollution.
Include files	
Number	Question 12
ID	LPIO21313
Full Name	Antony Harbidge
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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments

	<ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO21359
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>BRAG response to Question 12 (please note full document is attached to Q46)</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments

	<ul style="list-style-type: none"> • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO21419
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>1.13.1 The Landowners understand Dacorum, and indeed Hertfordshire County Council and the neighbouring local authorities use the COMET model to assess the impact of development scenarios on the highway network. Dacorum have requested that scenario 2C is tested with this model.</p> <p>1.13.2 The Landowners have concern that scenario 2 is not the most suitable growth strategy to adopt for Dacorum, and highlight the important role the market towns should play in planning for sustainable growth; surely the benefit of providing various scenarios in an Issues and Options consultation is to be able to consider comparisons; the model should also be prepared for scenario 1C and 3</p> <p>1.13.3 Furthermore, The Landowners note that the consideration of transport and accessibility matters must be considered in the context of cross-boundary matters; especially regarding commuting patterns.</p>
Include files	
Number	Question 12

ID	LPIO21475
Full Name	Luton Airport
Company / Organisation	Luton Airport
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Question 12 - Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan? No</p> <p>LLA welcomes acknowledgement of the airport's expansion plans and relating impact as a key transport issue within Dacorum (particularly for those areas under the flightpaths). It would be prudent that your Council review future growth forecasts and trends in air travel to fully understand impacts to inform any mitigation measures necessary. Clarity is sought on how impact would be measured and assessed to determine potential impact. Your Council is a member of the LLA Consultative Committee and LLA welcome the opportunity to work with your Council on this matter.</p> <p>LLA acknowledges potential impacts, both positive and negative on settlements associated with its expansion plans. The airport expansion proposals include a comprehensive suite of environmental mitigation measures to manage potential adverse effects.</p> <p>An issue that warrants consideration is the challenge of new settlements and transport connectivity to the airport, as this will affect the future sustainable growth of the airport and wider economy. Surface access issues need to be addressed to improve access to Luton Airport for employees as well as passengers.</p>
Include files	
Number	Question 12
ID	LPIO21539
Full Name	Mrs Valerie Silverton
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 read the proposals and strongly agree BRAG's responses.</p> <p>Question 12 <i>Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>No</p>

	<ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO21596
Full Name	Mr Charlie and Claire Laing
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 12, full document attached to question 46</p> <p>It is our opinion that it cannot be considered that the Council have addressed key issues relating to roads, transport and accessibility when even the most basic of updated reports (the Local Transport Plan) prepared by</p>

	<p>Hertfordshire County Council has yet to be published. Further to this it is considered that in advance of any potential proposed development within the settlements associated with growth, particularly those such as Tring and Berkhamsted that have not experienced the same investment in infrastructure in the previous plan periods undertakes thorough independent assessment which identifies suitable deliverability of infrastructure to satisfy the need in advance of any allocations being prepared.</p> <p>It is noted at this stage that traffic within Tring Town Centre and surrounding residential commuter roads is under constant pressure and parking availability within the Town Centre and at Tring Station are at capacity. It has been previously suggested by Hertfordshire County Council that only limited infrastructure will be required to account for housing delivery within the predominant settlements of Dacorum, however this is disagreed with by the GFRA and is considered to be a premature conclusion given that significant reports remain outstanding.</p>
Include files	
Number	Question 12
ID	LPIO21640
Full Name	Jorn Peters
Company / Organisation	Greater London Authority
Position	Senior Strategic Planner
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>From a transport perspective, we understand that Hertfordshire County Council's emerging Growth and Transport Plan for South West Hertfordshire will Inform the further development of this Plan. One strategic transport issue identified in this draft Plan is the capacity of the West Coast Mainline: This is relevant to decisions about the use of to-be-released HS2 capacity. Therefore, TfL will have a particular interest in services that operate to intermediate London stations.</p>
Include files	
Number	Question 12
ID	LPIO21706
Full Name	Countryside Properties (UK) Ltd
Company / Organisation	C/O Bidwells
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<p>Your response - Please add your response here</p>	<ul style="list-style-type: none"> • CPUK understand Dacorum, and indeed Hertfordshire County Council and the neighbouring local authorities use the COMET model to assess the impact of development scenarios on the highway Dacorum have requested that scenario 2C is tested with this model. • CPUK have concern that scenario 2 is not the most suitable growth strategy to adopt for Dacorum, and highlight the important role the market towns should play in planning for sustainable growth; surely the benefit of providing various scenarios in an Issues and Options consultation is to be able to consider comparisons; the model should also be prepared for scenario 1C. • Furthermore, CPUK note that the consideration of transport and accessibility matters must be considered in the context of cross-boundary matters; especially regarding commuting patterns.
<p>Include files</p>	
<p>Number</p>	<p>Question 12</p>
<p>ID</p>	<p>LPIO21713</p>
<p>Full Name</p>	<p>Roger Saller</p>
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>No</p>
<p>Your response - Please add your response here</p>	<p>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. 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>Transport issues. Berkhamsted is a linear/valley Market Town with narrow streets. Options are limited.</p> <p>BRAG response</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage

	<p>and exacerbate associated problems of congestion and pollution</p> <ul style="list-style-type: none"> • We would support any review of parking standards which recognised the increased size of vehicles • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO21751
Full Name	David Lang
Company / Organisation	Hemel Hempstead Constituency Labour Party
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	ROWs - There are a number of Rights of Way (RoWs) indicated on the County's definitive map that will be impacted by some developments. We urge the Council and developers to work with the relevant authorities (HCC and their own RoW Officer) in any changes or re-routing of such footpaths, at an early stage.
Include files	
Number	Question 12
ID	LPIO21756
Full Name	Elizabeth Hamilton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Paragraph 5.5.2 makes no mention of the impact of traffic on the countryside and rural roads, including the impact when there is congestion on through routes.
Include files	
Number	Question 12
ID	LPIO21809

Full Name	Professor Jim McManus
Company / Organisation	Public Health Service (HCC)
Position	Director
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Walking, cycling and using public transport should be the most attractive ways to travel and making them more enjoyable will benefit everyone – including those already travelling on foot, by bike or public transport.</p> <p>Our request is that development should be prioritising active and sustainable travel from the outset, improving existing connectivity and urban permeability. Prioritisation of active travel can also reduce over reliance on motorised transport, contributing to improved air quality and a reduction in road injuries.</p> <p>The new Local Plan should be seeking to establish policy expectations from the start that new development is sustainably located with appropriate densities and provision for walking, cycling and bus services as part of the first phase of development.</p>
Include files	
Number	Question 12
ID	LPIO21825
Full Name	W Lamb ltd
Company / Organisation	W Lamb Ltd
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"> • The consultation document only briefly touches upon the requirement for the local plan to direct future growth to sustainable locations which enable maximum use to be made of public transport, walking and cycling (para. 5.5.1). The Council should be placing greater emphasis on the opportunity to promote travel via public transport, in particular the importance of travel by rail • The Housing White Paper ‘Fixing our broken housing market’ (2017) detailed how the Government proposes to amend the NPPF to make it clear that plans should “<i>address the particular scope for higher-density housing in urban locations that are well served by public transport (such as around many railway stations)</i>” (para 1.53). This, along with the other proposals set out in the White Paper, was subject to consultation between 7 February and 2 May 2017, and the resulting

	<p>changes to the NPPF are expected to be published in the first half of 2018.</p> <ul style="list-style-type: none"> • This emphasis on focussing development around public transport hubs and railway stations should therefore inform the site assessment process that will underpin the housing strategy in the new Local Plan, to ensure the plan is aligned with the direction of travel of national policy. • Hemel Hempstead, as the largest settlement in the Borough, is served by two railway stations: Hemel Hempstead to the west and Apsley to the south-east, both of which offer potential opportunities to focus development in close proximity to existing transport hubs as part of the continued future growth of the town. • To ensure the soundness of the plan, these aspects must be appropriately taken into account within the strategy
Include files	
Number	Question 12
ID	LPIO21879
Full Name	Louis Quail
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 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"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage

	<p>and exacerbate associated problems of congestion and pollution</p> <ul style="list-style-type: none"> • .We would support any review of parking standards which recognised the increased size of vehicles. • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport - and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?
Include files	
Number	Question 12
ID	LPIO21947
Full Name	Thomas and Margaret Ritchie
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 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 is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution in the town centre and adjacent roads.</p> <p>In Section 5.5.1 it is stated “ ... policy requires plans to direct growth to ‘sustainable locations’ which enable maximum use to be made of public transport, cycling and walking Few of the proposed sites in Berkhamsted enjoy immediate access to public transport.</p> <p>There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre.</p>
Include files	
Number	Question 12
ID	LPIO22027

Full Name	Gallagher Estates
Company / Organisation	Gallagher Estates
Position	
Agent Name	Mrs Hanna Staton
Company / Organisation	Pegasus Group
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<ul style="list-style-type: none"> • The key issues relating to roads, transport and accessibility relate to high level matters, some of which are of regional and/ or national importance, that concern a number of other local authorities and stakeholders. It is important that the Council maintains a dialogue with the necessary bodies to ensure the needs of Dacorum residents are considered. There is concern that the Issues and Options Local Plan, however, does not set out key and specific transportation issues in the Borough and only includes generic statements with regard to capacity of the road and rail network; reduction of bus services and increasing fares; poor quality railway stations etc. It would be helpful to know what the priority matters that exist within the Borough are. • It is accepted, however, that until the total number of dwellings and locations of development have been identified potential highways issues and infrastructure requirements are unknown. It is anticipated that as the evidence base evolves, further information and appropriate mitigation will be required within policies of the Local Plan. • It should be borne in mind that large sites can deliver infrastructure to the benefit of both the site itself and the surrounding area. For example, the attached Vision Document considers how the development of land at New Mill in combination with neighbouring sites can contribute towards the delivery of a north / south link road connecting Bulbourne Road with Station Road. Such considerations appear to have been included in the Council's Stage 2 Green Belt Review, which is positive and will hopefully lead to the most sustainable sites coming forward. • It is important that identified infrastructure needs are based on the most up-to- date employment and housing projections, this is an issue picked up in the Housing Evidence Base Review Paper. This will need to be borne in mind as the emerging Local Plan progresses over the coming months and years.
Include files	Appendix C - Stuart Wells Gallagher Estates -office BIR.4712_IssuesandOptionsReps_FINAL_131217 APPENDIX C.pdf
Number	Question 12
ID	LPIO22128

Full Name	Mrs Hayley Gillard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO22172
Full Name	Mr Peter Gillard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO22216
Full Name	Miss Sophie Gillard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 12
ID	LPIO22250
Full Name	Mrs Sheila Pilkinton
Company / Organisation	Markyate Parish Council
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The other issue for Markyate and all 'commuter' villages around London is the need for commuters to have

	<p>access to transport into London and back to their homes which does not demand the use of a car.</p> <p>Government policy to reduce parking spaces to reduce car ownership is nonsense when a car is required to get to work, it just makes villages into giant car parks, as we know only too well. The PC did ask for more parking at the recent development in the village, but it as not policy so we got what we have! Cars parked on every available space and roads so congested by this that access for emergency vehicles is severely compromised.</p> <p>It is essential that any house building directed at commuters is located close to a railway station or other transport hub where the commuter will walk to reach that hub.</p>
Include files	
Number	Question 12
ID	LPIO22493
Full Name	Mr & Mrs Lisa-Lotte & Henrik Hansen
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 below our response to the new Local Plan consultation. I fully support Brag's response on this matter (see below)</p> <ul style="list-style-type: none"> • Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments • Development is still being proposed in areas of Berkhamsted where, because of the topography of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by none car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution. • We would support any review of parking standards which recognised the increased size of vehicles. • While we support a review of the transport infrastructure it is difficult to see how this can be much improved in our historic market towns the roads in which were never designed for modern modes of transport – and the provision of public transport to service ridge top locations has proven to be unviable • Some realistic modelling is needed about how we define congestion and the standards to be applied. It can now take 20 minutes to get from one end of Berkhamsted/Northchurch to the other. How many more traffic lights are proposed?

Include files	
Number	Question 12
ID	LPIO22543
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>I support all answers and comments to the Issues & Options Consultation document noted on the Berkhamsted Town Council website</p> <p>Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution in the town centre and adjacent roads.</p> <p>In Section 5.5.1 it is stated “ ... policy requires plans to direct growth to ‘sustainable locations’ which enable maximum use to be made of public transport, cycling and walking.... Few of the proposed sites in Berkhamsted enjoy immediate access to public transport.</p> <p>There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre.</p>
Include files	
Number	Question 12
ID	LPIO22613
Full Name	Mr & Mrs Mehew
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
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</p>

agreed with the response to be submitted by the Meadway Residents Action Group (MRAG) (see comments LPIO18384, 18385) and the draft response prepared by Berkhamsted Town Council.

Berkhamsted Town Council Response:

Development is still being located in areas of Berkhamsted where, because of the topology of the town and the absence of public transport, residents use the car rather than walk or cycle. A much greater emphasis needs to be placed on the accessibility of sites to amenities by non-car usage when selecting sites. The sites put forward in Berkhamsted would only increase car usage and exacerbate associated problems of congestion and pollution in the town centre and adjacent roads.

In Section 5.5.1 it is stated “ ... policy requires plans to direct growth to ‘sustainable locations’ which enable maximum use to be made of public transport, cycling and walking Few of the proposed sites in Berkhamsted enjoy immediate access to public transport.

There is no bus service hence mobility will generally be by motor car adding to worsening air quality in the town centre.

Include files	
Number	Question 12
ID	LPIO22660
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>Transport / Highways</p> <p>Dacorum Borough Council is commencing its review of the Local Plan to 2036 at the same time as a number of surrounding LPAs in the South West Herts area. The Strategic Housing Market Assessment ‘objectively assessed need’ and the recent government consultation on housing numbers methodology indicates large increases in housing targets beyond that in the current set of adopted Local Plans. Hertfordshire County Council will be seeking reassurance that DBC is working with other authorities in the area to plan growth in the most sustainable locations.</p>

It is essential for DBC to work with other neighbouring LPAs to understand the cumulative impact of their plans and to develop deliverable and effective transport and highways mitigations as part of the Local Plan's development. Some of these transport schemes may be more strategic in nature and may be outside of the Borough or serve a wider area. For East and North Hemel Hempstead in particular, we expect infrastructure to be planned jointly, so there is a particular need for very close and cooperative joint working between Dacorum Borough Council, St Albans City & District Council and HCC.

To enable the Highway Authority to assess the Local Plan, there is a need for Dacorum Borough Council to consider the traffic impact of their proposals and identify mitigation measures taking into account development in the surrounding area. The borough council must work cooperatively with neighbouring LPAs and the county council to develop coherent Local Plan policies, site allocations, infrastructure improvements and infrastructure delivery plans.

To assist LPAs in gathering the evidence that will be required the County Council as Highway Authority has produced a document titled 'Requirements for Local Plans - August 2016'. The document sets out the level of transport / highway information and evidence already available as well as providing a clear picture of what is required to enable a sound understanding and evidence base to be developed at each stage of the Plan making process which is consistently applied across the County.

From experience of working with other Local Planning Authorities on the development of their Plans, a key requirement in the development of any Plan is the need for a transport strategy which sets out the principles and strategy of how the plan intends to mitigate the impacts of growth. This will in effect set the framework for developing interventions.

Transport and movement in Dacorum is closely linked to neighbouring authority areas and the wider south west Herts area. As with the wider area, commuting flows to London are important. The Local Plan needs to recognise and respond to these travel patterns and relationships in its policies and site allocations.

Mitigating some of the consequences of growth is likely to be challenging in the south west Herts area, and cannot be solved solely through capacity driven highway infrastructure improvements. Alongside the relevant sustainable transport infrastructure, the strengthening of policies in the Local Plan which promote sustainable modes and create a foundation for change in travel behaviour will be a necessity.

The LPA should give particular consideration to:

- Location of major new development in proximity to main public transport interchanges / nodes, in particular the A414, M1 Junction 8 and potential improvements linking to Maylands Enterprise Zone / East Hemel Hempstead, connecting across borough boundaries

- Appropriate amenities and community facilities easily accessible on foot to major new development sites
- Parking provision to support reduced car usage, particularly at the most sustainable locations for development (i.e. near public transport interchanges).
- Infrastructure for sustainable travel within new developments, and linking new development to key destinations including providing for improvements of existing infrastructure and networks
- Needs and opportunities to improve public transport options to existing employment areas from local communities
- Bus priority measures
- Cycle parking in new developments and at key journey destinations (stations, major employers, town and local centres)
- Supporting more efficient and sustainable travel through technology, such as intelligent transport systems, electric vehicles, shared mobility etc.
- Interventions to encourage behaviour change, such as travel planning and promotion

To support the testing of mitigation packages the County-wide COMET transport model can be used to provide an appropriate evidence base. It enables an understanding of the cumulative impact of the forecast growth on the highway network to be considered, as well as helping to consider the most suitable mitigations.

The COMET model was updated in autumn 2016 with districts' Local Plan development assumptions at that time. For Dacorum this was based on the adopted Core Strategy, which planned for 9,500 homes and 4,700 jobs between 2013 and 2031. The assessment of the implications of the Core Strategy development on the highway network was reported in the document South West Herts Interpretation of COMET Model Results (HCC July 2017). Appendix A of this document highlights the key areas of network stress for Dacorum.

DBC has commissioned a specific COMET model run of sites covered within this consultation for the Local Plan review up to 2036. The results of this have recently been issued.

The county council is also undertaking a revised COMET model cumulative Local Plan run. This includes updated planning data across the county (based on Local Plans as they currently stand) and transport schemes specified in the districts IDPs. Results from this exercise are expected in mid-January. Update runs of the model with revised planning data will be run periodically.

The results from the ongoing transport modelling work will need to be taken into account in the review of Dacorum's Local Plan. It should help to inform decisions on site selection and scale of development as well as on identifying transport infrastructure needs.

Early engagement and consideration of highways mitigation measures in the Local Plan process is essential. For the purposes of Local Plan submission a high-level feasibility assessment of any further

	<p>proposed mitigation measures is required from the modelling work. These mitigation measures should be integrated into the Local Plan's infrastructure planning processes and ultimately the Local Plan's Infrastructure Delivery Plan. This work would also feed into the development and implementation of CIL charging schedules and Duty to Co-operate discussions with other Local Planning Authorities.</p> <p>Dacorum Borough Council and the County Council need to work together to agree the evidence requirements for this Local Plan. This will ensure that sufficient evidence is available by the time of any Examination in Public (EiP) so that the County Council as LHA is able to support the policies, development strategies and Infrastructure Development Plans being brought forward in the Local Plan.</p> <p>For clarity the LHA's response to a Local Plan will be based on our view of the cumulative impact of growth. It is unlikely that the LHA will be able to support at EiP any Plans which fail to identify and address these impacts.</p> <p>To ensure there is a mutual understanding on all matters relating to how the Local Plan manages transportation issues, the Highway Authority would recommend early and ongoing engagement, with the continuation of regular scheduled progress meetings.</p>
Include files	
Number	Question 12
ID	LPIO22689
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><i>Question 12 – Do you think that we have covered the key issues relating to roads, transport and accessibility that should be addressed in the new Local Plan?</i></p> <p>The Highways Unit agree with the points raised in paragraph 5.5.1.</p> <p>The council has listed at 5.5.2 what it considers the main transport issues. Specific Highways comments on these are provided below.</p> <p>Issue</p> <p>Comment</p> <p>Poor east-west public transport links</p> <p>The A414 Corridor Strategy aims to support development along the corridor and help to manage and improve</p>

inter-urban movement, particularly in public transport and more sustainable modes.

Additional future developments along this corridor, considering improvements and connections to M1 Junction 8 / East Hemel Hempstead / Maylands Enterprise Zone should contribute to improvements in east-west connectivity in Dacorum and beyond.

Capacity of strategic and local road network

Congestion is an issue on some parts of the network at certain times. The COMET model runs help provide further information to supplement what we already know about areas of stress on the network. However, describing the issue as one of road capacity as a general statement is not necessarily helpful. High levels of car use, including for shorter journeys, needs highlighting as part of the issue not just the capacity of the roads.

Capacity of Euston to Glasgow (West Coast main line) railway

Opportunity of HS2 to release capacity on the West Coast Main Line – need for the local authorities to be working together to make the case for improved local services.

The poor quality of some of our railway stations

Agree – also the ease of getting to the stations on foot, cycle and bus needs to be thought about.

The ongoing reduction in local bus services and increasing fares

Balancing the needs of car and other road users (i.e. pedestrians and cyclists)

Agree, and would add 'public transport users' as well as pedestrians and cyclists. For instance, bus priority measures should be considered in certain locations. This should help operators, make bus use more attractive and improve levels of service for users.

Ensuring appropriate levels of parking are provided with new development

The council needs to take an integrated approach to parking and give careful consideration of what is appropriate and the potential implications on other transport and environmental objectives. Need to recognise that easy availability and low cost of parking are factors in people's transport choices and can lead to higher levels of car use. Decisions about parking are a valuable tool in influencing travel behaviour.

Impact of expansion of Luton airport (particularly for those areas under the flightpaths)

The emerging South West Herts Growth & Transport Plan (GTP) explores the challenges and issues for transport in south west Herts, based on evidence including travel patterns, network analysis and modal choice and engagement with local county councillors. These helped to inform the objectives of the draft GTP.

The more specific transport issues, implications and infrastructure needs to support the Local Plan will be dependent on the actual levels of development and the sites selected both within Dacorum and in neighbouring local authority areas. A clearer understanding of this needs to be developed through ongoing engagement and joint working between the county council and the LPAs, supported by transport modelling.

Paragraph 5.5.2 includes consideration for poor east-west public transport links in Dacorum. Paragraph 5.5.4 refers to the LTP as the overarching transport strategy for the county. In addition to this, it may be useful to refer to the emerging A414 Strategy, which aims to:

- Help secure a broad but consistent approach to strategic planning, infrastructure and development issues across the A414 Corridor in Hertfordshire and adjacent areas;
- Identify and manage spatial planning issues that impact on more than one local planning area within the corridor and on its boundaries, from Hemel Hempstead to the M11;
- Ensure that the local planning and development policies prepared by each local planning authority are, where appropriate, informed by the views of other local planning authorities across the Corridor;
- Ensure that decisions on major, larger than local planning applications are informed by the views of other local planning authorities across the Corridor;
- Support better integration and alignment of strategic spatial planning and investment priorities in the Corridor and to support a masterplanning approach to large developments;
- Clarify infrastructure requirements along the corridor, including those generated by cumulative impacts of growth, and co-ordinate funding mechanisms and opportunities for its delivery, such as the Community Infrastructure Levy (CIL), Section 106 (S.106) and other funding sources;
- Support development along the corridor and help manage and improve inter-urban movement.

The Transport, Access & Road Safety Unit (TARS) have the following comments to make on the key issues:

Poor east-west public transport links

It depends what criteria you use. Bus route 500 is a key inter-urban route in the area and links Tring,

Berkhamsted and Hemel Hempstead, has a regular timetable and good coverage of the day. Hemel Hempstead is linked to St Albans by another key inter-urban route, the 300 / 301. These are local buses which link the urban areas, and will have multiple stops and so may not have attractive journey times compared to the car over longer distances. There is however the railway which fills this purpose, although Tring station is remote from the town and Hemel Hempstead has two stations both on its western side. It is maybe less about existing public transport being poor, more about how we make public transport an attractive option compared to the car, e.g. through demand management (car parking charges and availability), more extensive bus priority, improved accessibility to rail stations.

The ongoing reduction in local bus services and increasing fares

Bus services operate on a commercial basis and therefore cuts often reflect lack of demand. Outside of the key commercial corridors, bus services can struggle for viability. Local Plan policies need to support measures that encourage the use of sustainable modes so that the balance is more in favour of these modes over the car. This also needs to be accompanied by appropriate marketing and travel planning to raise awareness. People also often do not take into account the full cost of travel by car and if the cost of parking is relatively low and readily available, travelling by bus may be seen as relatively expensive and less attractive. In areas where demand will always be limited e.g. in rural areas, demand responsive options may be more appropriate.

Balancing the needs of the car and other road users

The new LTP4 supports the use of a Transport User Hierarchy – in which consideration is first given to how to reduce the need to travel, then to vulnerable road users (including pedestrians and cyclists), passenger transport users, powered two wheelers, then other motor vehicles in the design of transport schemes and strategies.

Ensuring appropriate levels of parking are provided in new development

This is important to encourage use of sustainable modes but discourage overspill on surrounding streets. Consideration of reduced parking provision should be given to areas that are highly accessible by sustainable modes.

Include files	
Number	Question 12
ID	LPIO22800
Full Name	Mr Patricia Wheway
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 not true that “traffic generated through new development can be accommodated on the road networks” The build-up of traffic to get only the M25 goes right through the village at peak times and causes unacceptable delays and congestion already.</p> <p>Traffic into Apsley and Hemel from Kings Langley is congested at most times of the day. When Herts CC staff come out of Apsley after work, the traffic is extremely heavy and backed up in both directions.</p> <p>Access in and out of Two Waters road and the Pets at home retail outlet is extremely difficult at any time of the day. This is exacerbated by traffic build up at the main traffic lights at Two Waters.</p> <p>The Two Waters Masterplan is in addition to the sites you are proposing on the Local Plan. Two Waters is extremely congested already and there will be a very serious problem for drivers and no doubt accidents if this area is developed any further.</p> <p>These very significant travel delays hugely affect residents’ quality of life and stress levels.</p> <p>Similarly, anecdotal reports from rail travellers to London already indicate overcrowding on peak hour trains leaving Kings Langley.</p> <p>Any new homes in Dacorum must therefore be accompanied with significant new efforts to increase local road and rail infrastructure within the Borough. This must be seen through to implementation and not just passed over to other bodies for consideration.</p>
Include files	

Report Settings Summary

Event	Local Plan Issues & Options November 2017
Total Responses	22,707
Total Respondents	2,376
Filtered Responses	328
Filtered Respondents	321
Questions	<p>Question 13</p> <p>Do you agree with the approach proposed to ensuring good quality design within Dacorum?</p> <p>Yes / No</p> <p><i>If no, please explain what alternative approach, or changes to our current approach, you would like and why. Where possible, support your answer with reference to any evidence.</i></p>
Filter	<i>(none)</i>
Consultation Point(s)	ID-4764250-QUESTION-13
Pivot	<i>(none)</i>
Document Name	Question 13 - Summary Report
Created on	2019-04-17 09:18:25
Created by	Strategic Planning Admin

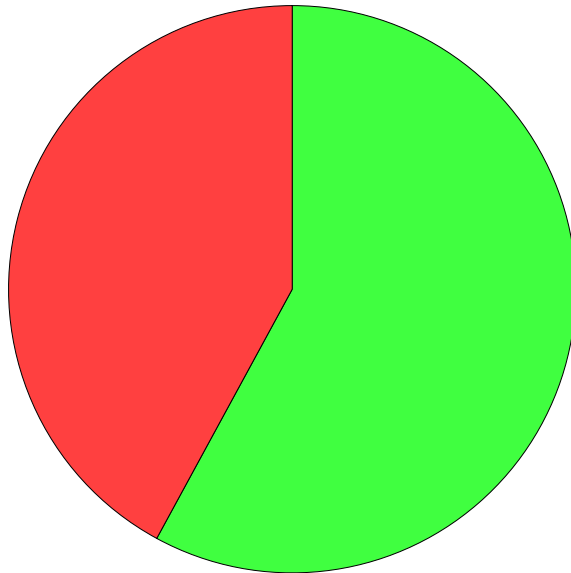
Your Opinion

Question responses: 328 (100.00%)

Question 13

Do you agree with the approach proposed to ensuring good quality design within Dacorum?

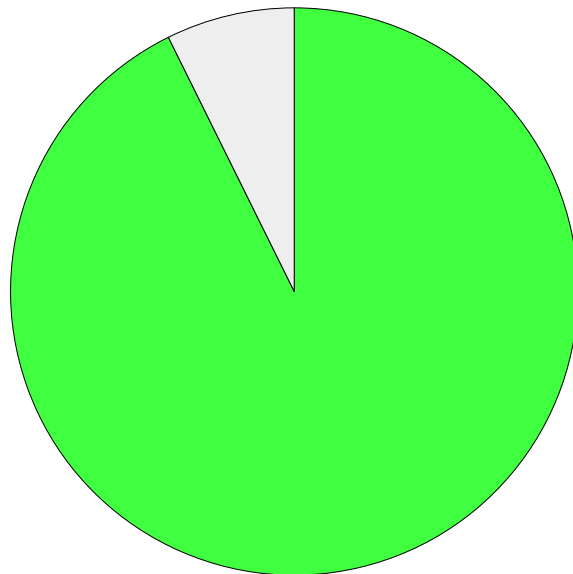
Yes / No



	% Total	% Answer	Count
Yes	57.93%	57.93%	190
No	42.07%	42.07%	138
Total	100.00%	100.00%	328

Responses

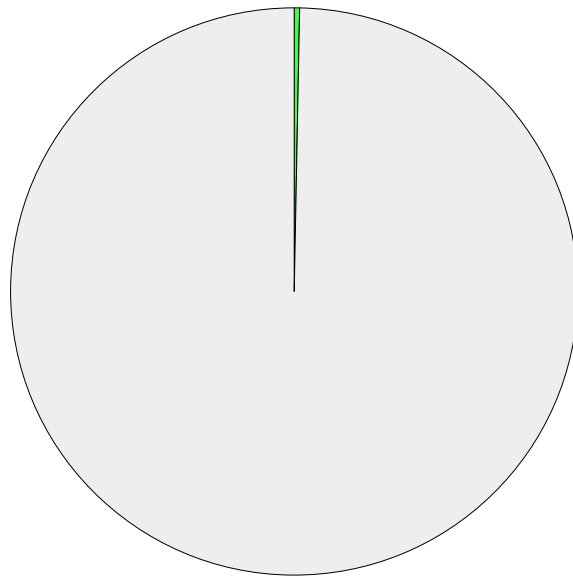
Question responses: **304 (92.68%)**



	% Total	% Answer	Count
Responses	92.68%	100.00%	304
No Response	7.32%	--	24
Total	100.00%	100.00%	328

Supporting evidence

Question responses: 1 (0.30%)



	% Total	% Answer	Count
■ Response with File(s) Uploaded	0.30%	100.00%	1
■ Responses with No Uploads	99.70%	--	327
Total	100.00%	100.00%	328

Issues and Options All Responses to Question 13

Number	Question 13
ID	LPIO16
Full Name	Mrs Jennifer Ponsford
Company / Organisation	
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 13
ID	LPIO52
Full Name	Mr Derin Mellor
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 recent buidling development in Kings Langley has been of a rather poor quality. Garages that are too small to hold cars. Only the statutory 1.5 parking spaces which is insufficient for 3 and 4 bedroom houses - leading to more parking on the road.</p> <p>Total disregard for wheely bin storage.</p> <p>Total lack of sustainable build - ie definitely not zero carbon. Absolute minimum of PV if any.</p> <p>Too focused on buiding Exce type houses rather than first time and downsizing.</p> <p>Little regard to improve neighbourhood for other residence - eg locked gate going into Ovaltine development from Water Lane. So much for community. But those residence are happy to park their cars on Water Lane due to insufficient parking in Ovaltine.</p>
Include files	
Number	Question 13
ID	LPIO82
Full Name	Mr John Lilley
Company / Organisation	
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 13
ID	LPIO125
Full Name	Mrs Lynne Head
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Sorry, criticism here, and my personal opinion: Kodak Tower is an absolute eyesore that does nothing to enhance the entry to the town centre. It clashes magnificently with the orange slab opposite. If this is an example of good design, I'd hate to see poor design! Careful and sympathetic consideration needs to be given to the existing environment in order to avoid placing an incongruous structure amongst existing buildings.
Include files	
Number	Question 13
ID	LPIO167
Full Name	Mr John Shaw
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	With the demand for increased density of development there must be a minimum of two parking spaces for every unit.
Include files	
Number	Question 13
ID	LPIO214
Full Name	Mr Martin Cotton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	As stated objectives, these are fine. Enforcing them is another matter, and I am not holding my breath.
Include files	
Number	Question 13
ID	LPIO260
Full Name	Ms Cheryl Hall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	'Good quality design' is very subjective. The numbers of houses proposed do not allow for good size gardens and adequate parking. Insisting on 'affordable housing' just makes developers cut corners and use cheaper materials and cram dwellings together. Local recent examples are Ovaltine and Apsley lock.
Include files	
Number	Question 13
ID	LPIO328
Full Name	Mr David Stanier
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There should be a clause added outlining design considerations and percentages for the different types of housing, be it social, first time buyers or luxury housing for each specific area.
Include files	
Number	Question 13
ID	LPIO450
Full Name	Ms Julia Marshall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	As long as these guidelines are followed

Include files	
Number	Question 13
ID	LPIO543
Full Name	Mrs Sarah West
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 13
ID	LPIO568
Full Name	Mrs Caroline Williams
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I think Dacorum has always been to slap dash with its planning, too keen to accept anything and not forward thinking enough about the look and appeal of areas for the longer term. Take the Marlowes, what's the population of Dacorum? Most don't shop there, preferring Watford, Aylesbury or London because Hemel Town Centre is frankly rubbish. The Kodak tower ugly, and piling in of house upon house, with lack of parking just transfers the problem to someone else's doorstep. If this area is to be so attractive, build like it!
Include files	
Number	Question 13
ID	LPIO576
Full Name	Mr Keith Gissing
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Green belt land is just that, it is NOT meant for building and apart from the pleasure it gives environmentally, it keeps existing developments separate thus preventing the joining up of one town/village to another.

Include files	
Number	Question 13
ID	LPIO621
Full Name	Mrs Carole Stokes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 13
ID	LPIO665
Full Name	Mr David 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 proposal appears reasonable but is currently very inconsistently implemented.</p> <p>Key considerations should be</p> <ul style="list-style-type: none"> • Use of appropriate building materials - in context - example Hemel town centre (ex Kodak building) is exceeding ugly whereas Apsley Lock well implemented • All new housing needs adequate parking at least 2 spaces per new home • Low cost housing (and indeed all new housing) must be of high quality both aesthetically pleasing and environmentally well built • Family housing must have private gardens and off road parking
Include files	
Number	Question 13
ID	LPIO749
Full Name	Mrs Victoria Vernon
Company / Organisation	Sport England
Position	Trainee Planer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>Sport England supports high quality design and is encouraged that the council recognises the role it plays in good planning and making places better for people. Sport England's and Public Health England's established Active Design guidance encourages developments to be designed to promote active lifestyles through sport and physical activity.</p> <p>http://www.sportengland.gov.uk/designing-for-active-lifestyles/</p> <p>We would recommend the inclusion of designing to promote active lifestyles as a consideration in the list of considerations that the Council's design approach is guided by.</p>
Include files	
Number	Question 13
ID	LPIO963
Full Name	Mr Robin Knowles
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>If the design of the Nash Mill estate is anything to go by or the crumbling buildings of the Ovaltine development are anything to go by then no.</p> <p>Not enough parking provided, there seems to be a misguided assumption that people in flats won't need more than one car park space, when the prices are clearly beyond the salary of one person or that these people won't have children and then find it hard to afford a larger place.</p>
Include files	
Number	Question 13
ID	LPIO1009
Full Name	Mr Dominic Lawrance
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>"Our current approach acknowledges that design encompasses far more than just the architecture of a building, or how things look. The principles of good design apply at all scales from considering what is in-keeping with the character of a town or village, right through to the choice of materials for individual schemes. They also include issues relating to overall layout ..."</p>

	The above is hard to disagree with. However, the reality is that planning permission is given for developments which are of low architectural standard, out of keeping with the character of the neighbourhood, and poorly laid out. An example is the congested jumble of houses recently built off Shootersway in Berkhamsted, and known as Bearroc Park. It is visually chaotic, twee and claustrophobia-inducing, despite "promises" that the development would be attractive and sympathetic to the local area. There might be slightly less opposition to development if we could have more confidence that it would be sensitive and attractive.
Include files	
Number	Question 13
ID	LPIO1033
Full Name	mr 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	1 Nothing has changed since the 2012 enquiry. Key Transport Issues (5.5.2) ignores the fact that people will not walk/cycle to the proposed Berkhamsted developments. We must not forget that each new property built entails six new car movements per unit. Our roads cannot handle this and as a linear valley town we have no opportunity to build more roads.
Include files	
Number	Question 13
ID	LPIO1083
Full Name	Mr Dominic Gibberd
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	If the reference is the new housing being produced in this area and beyond then no. All i see is the same sub-standard and unattractive lego housing being erected on our countryside.
Include files	
Number	Question 13
ID	LPIO1084
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	Obviously any development in Berkhamsted must be kept in keeping with the character of the exiting town. Taller buildings would be more suited to Hemel.
Include files	
Number	Question 13
ID	LPIO1182
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	<p>1) While it is true (5.5.6) that “traffic levels and issues in the area vary significantly between peak times and other times”, the statement (5.5.7) “traffic generated through new development can be accommodated on the road networks” is demonstrably untrue. Observing the build-up of traffic at M25 Junction 20 using Google Maps shows how drivers endure lengthy tailbacks on A41 and A4251 which remain in place for up to 2 hours.</p> <p>2) Similarly, anecdotal reports from rail travellers to London indicate frequent overcrowding on peak hour trains leaving Kings Langley.</p> <p>3) Any new homes in Dacorum must therefore be accompanied by vigorous efforts to increase local employment within the Borough</p> <p>4) The Local Plan must also address opportunities for reducing car ownership, for example by encouraging Electric Vehicle (EV) car clubs based around neighbourhood EV charging points. It should also encourage use of EV taxis and zero-emission buses to improve air quality.</p>
Include files	
Number	Question 13
ID	LPIO1205
Full Name	Mr Bernard Richardson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The guidelines must be followed.
Include files	
Number	Question 13
ID	LPIO1264
Full Name	Sarah Harper
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Good Quality Design is subjective, given the Kodak Tower I suspect few people would put forward Dacorum as an area of well designed developments. There maybe some that are reasonable, but even when the look ok the design is flawed by not providing sufficient parking - look at the parking issues at Apsley, side roads are dangerously filled with cars when everyone comes home from work. How can developers be encouraged to design nice places to live when the recommended minimum parking requirements are not stringently enforced? The council must realise that in many cases couples are both working and both have cars. Not insisting that every property has at least 2 spaces is a basic issue.</p> <p>I totally agree that the Council should ensure that any development is in keeping with the area, and that is most important in rural areas where our countryside and rural communities are under pressure. Not allowing development in the Green Belt would be a simple solution</p>
Include files	
Number	Question 13
ID	LPIO1377
Full Name	Mr John Ingleby
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes - so long as guidance on good practice is followed.
Include files	
Number	Question 13
ID	LPIO1563

Full Name	MR PETER SUMMERFIELD
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Once a development has been given the go-ahead it is very important that the local residents who will be affected by the development are involved right from the start. Discussions should be held with the residents, the developers and council as soon as site plans are being discussed. The residents have to live with the lay out/design for life - the developers move on!
Include files	
Number	Question 13
ID	LPIO1576
Full Name	Linda Hattersley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Sounds really good - but add in solar panels, carbon neutral homes with low energy needs, more flats and mini homes - there are now amazing designs for single person households. We need to get away from the unaffordable executive home model, and provide affordable mixed use housing areas.
Include files	
Number	Question 13
ID	LPIO1606
Full Name	Mrs Susan Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Good quality design is essential to conserving the look and feel of the historic fabric of Berkhamsted. Affordable housing design is generally incompatible with this aim.
Include files	
Number	Question 13

ID	LPIO1766
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	I support the principle as set out in the Issue 6, but there is little evidence that either the plan or DBC (in terms of any more than lip-services) supports the preservation of architectural design within areas of historic interest.
Include files	
Number	Question 13
ID	LPIO1831
Full Name	Mr Richard Case
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<ul style="list-style-type: none"> I strongly agree and feel it is essential that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO1939
Full Name	Miss teresa finnigan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Need to ensure in your plan that any housing developments that does ahead on the edge of HH our in keeping with a rural setting, that means no high rise flats, nothing higher than two stories.
Include files	
Number	Question 13

ID	LPIO1975
Full Name	Mr Robert Emberson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Suggest the Council visit Building Research Establishment at Garston, Watford. Have many examples of attractive low & zero energy houses. These include modular houses appropriate to provision of affordable housing. These are constructed off site, leading to much higher tolerances. The services on site are positioned exactly. the constructed units can then be delivered to site & assembled very quickly, cheaply & efficiently & the services plugged straight in the building.
Include files	
Number	Question 13
ID	LPIO2018
Full Name	Mrs Christine Mabley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	What powers do councils have to protect current and future residents? Can Councils actually ensure developers comply with policy?
Include files	
Number	Question 13
ID	LPIO2047
Full Name	Mrs Jane Hennell
Company / Organisation	Canal & River Trust
Position	Area Planner
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	tr5\zaThe Trust consider that good is key to creating successful waterside places. Development should therefore; <ul style="list-style-type: none"> positively address the water

	<ul style="list-style-type: none"> • integrate the towing path and open up access to the water • link waterside space and the waterspace • use the waterspace itself • incorporate access and other improvements • engage with and tease out the qualities and benefits of being by water • reflect the scale of the local waterway corridor to the wider neighbourhood <p>These guiding principles are just a starting point in showing how good waterside development can 'transform places and enrich lives' and in our role as a statutory consultee we continually champion sympathetic yet contemporary waterside development. We would encourage potential developers to undertake pre-application discussions with us and to include any waterway, towpath and environs within their application site.</p>
Include files	
Number	Question 13
ID	LPIO2056
Full Name	Mr Christopher Giddings
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Whilst the developments need to be of high quality i do not see any evidence of this being delivered in developments over the past 5 years. The development of most sites is for identikit houses that mimic the style of the past. New developments will continue to suffer from poor lighting, small gardens and uninspiring design.</p> <p>The development of Apsley Mills is a prime example of poor mass market design where houses have very small gardens, very limited parking and are either faux Victorian or Edwardian.</p>
Include files	
Number	Question 13
ID	LPIO2249
Full Name	Mr Jason Smith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I doubt that Dacorum have any real control over the build quality of a developer. I'm aware that many of the local

	newer developments had major faults involving the structure and services. Continued plumbing leaks lead to the Insurance companies of some of these blocks applying sky high Excesses for Escape of Water of £1,000s per claim and in some case stopped cover altogether.
Include files	
Number	Question 13
ID	LPIO2256
Full Name	Mr Robert Wakely
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	See Q2 response
Include files	
Number	Question 13
ID	LPIO2318
Full Name	Mr George Bull
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The proposed approach is incomplete in that it appears to make no reference to energy efficiency, locally generated renewable energy and other aspects necessary to help the UK achieve its climate change commitments.
Include files	
Number	Question 13
ID	LPIO2382
Full Name	Dr Nick Hodsdon
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Points of historic interest and the character of the villages should be protected with the creation of additional

	conservation areas to provide additional protection for key areas.
Include files	
Number	Question 13
ID	LPIO2423
Full Name	Mr Paul Crosland
Company / Organisation	
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 13
ID	LPIO2471
Full Name	Mr Timothy Copeman
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	This will be driven by cost and quality will be compromised
Include files	
Number	Question 13
ID	LPIO2571
Full Name	Mrs Carolyn Wallis
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	While agreeing with the proposed approach it is essential to ensure that this is enforced when addressing plans for individual developments. These should also reflect latest designs for sustainability and energy efficiency.
Include files	
Number	Question 13
ID	LPIO2590
Full Name	Mrs Marriott

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	It should not be about delivering more of the same. There should be better emphasis put on embracing and promoting modern technology and construction methods to deliver developments that are more environmentally friendly, faster to construct and have a healthy design life. Given the location and the importance of the environmental factors, the council should go beyond just the national baseline to deliver better level of gradual growth that adds value to the area rather than just another housing or commercial development.
Include files	
Number	Question 13
ID	LPIO2648
Full Name	Mr Alan Andrews
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 13
ID	LPIO2798
Full Name	mrs Gillian Hooper
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	If this was the case you wouldn't be proposing what you are.
Include files	
Number	Question 13
ID	LPIO2851
Full Name	Mr Paul Mcpherson
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There has been no high quality design, nor rationale and proper planning. If there was then kings langley village would not have been targeted
Include files	
Number	Question 13
ID	LPIO2867
Full Name	Mr Antony Harbidge
Company / Organisation	Berkhamsted Residents Action Group (BRAG)
Position	Chairman
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO2914
Full Name	Dr Rachael Frost
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Only if these standards are actually adhered to. Good design should also include safe and attractive walking spaces, as well as good amounts of infrastructure commitments from developers and at least 50% affordable housing, half of which should be social housing.
Include files	
Number	Question 13
ID	LPIO2943
Full Name	Mr John Lunn
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I agree, but do not see this in practice from the Planning department with cramped new developments offering properties with no or very small gardens; lack of impact assessment on services and infrastructure; and total inconsistency with property extensions.
Include files	
Number	Question 13
ID	LPIO3092
Full Name	Mrs Carolyn Hill
Company / Organisation	
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 13
ID	LPIO3147
Full Name	Mr John Walker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 13
ID	LPIO3197
Full Name	Mrs Alicia Southgate
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes, however, given the terrible approach to green belt land, I find it hard to believe that the above will be adhered to

Include files	
Number	Question 13
ID	LPIO3299
Full Name	Mrs Margaret Stanier
Company / Organisation	
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 13
ID	LPIO3421
Full Name	Mrs Ann Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Development should be in keeping with what already exists around it. BUT without the ability to enforce sensible parking provision within proposed developments it makes an areas a car park or roads with multi coloured metal ribbons down each side.</p> <p>This then narrows pavements and roads which lead to accidents to residents and their cars. It also leads to friction between residents/visitors etc. All this would not happen if new development had sufficient parking. For example Red Lion Lane. Plus the 16 storey tower at Two Waters which has insufficient parking spaces. Where will residents park?</p>
Include files	
Number	Question 13
ID	LPIO3466
Full Name	Dr Lucy Murfett
Company / Organisation	Chilterns Conservation Board
Position	Planning Officer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The Chilterns Conservation Board supports the inclusion of the Chilterns AONB Management Plan and of

	<p>particular relevance here, the Chilterns Buildings Design Guide and supplementary Technical Notes.</p> <p>When planning any development in the Chilterns AONB, the Chilterns Buildings Design Guide should be the most important influence on design, more so than wider generic documents and advice.</p>
Include files	
Number	Question 13
ID	LPIO3477
Full Name	Mrs Louise Saul
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Ethical building should be included - not only making them as environmentally friendly as possible but also recruiting from the local population, unemployed, young people through apprenticeships etc
Include files	
Number	Question 13
ID	LPIO3572
Full Name	Mrs Sandra Jackson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	You brazenly state "Our current approach acknowledges that design encompasses far more than just the architecture of a building, or how things look. The principles of good design apply at all scales from considering what is in-keeping with the character of a town or village," But you are permitting within Kings Langley two truly awful and out-of-keeping developments right now, namely the former sorting office which is becoming a sprawling multi-storeyed eyesore of a dementia home, plus the truly awful out-of-character McCarthy & Stone retirement home of 40 or so dwellings right on the edge of the conservation area next to Kings Langley Common. You are not to be trusted to be able to insist developers get the character of new builds right when you are blatantly failing to do so right now.
Include files	
Number	Question 13
ID	LPIO3659

Full Name	mr jason funnell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	please involve the medium size housebuilders to add variety and character. the big companies just copy and paste previous designs
Include files	
Number	Question 13
ID	LPIO3672
Full Name	Mr Andrew Smith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	When we converted our loft we had to be weary of overlook of our neighbours as the row of cottages at the top of Darrs Lane are predominantly 1930s bungalows, built using bricks from the former works once situated at the end of Shootersway. All houses overlook AoNB and Green Belt, I cannot comprehend how Dacorum can commit to a coherent design policy for Be-h4.
Include files	
Number	Question 13
ID	LPIO3676
Full Name	Mr Andrew Smith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 13
ID	LPIO3758
Full Name	Mr Anthony Warren
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Using the development at Hicks Road in Markyate for example, there needs to be more control and use of applying existing guidance on residential character in the wrong locations. i.e. High Street style being applied to family homes in a village.
Include files	
Number	Question 13
ID	LPIO3822
Full Name	Mr Michael Arrowsmith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Good quality design that blends in with the local surroundings is a prerequisite for any development. This is particularly true of historic and aesthetically pleasing villages like Piccotts End.
Include files	
Number	Question 13
ID	LPIO3960
Full Name	Mr Tim Varley
Company / Organisation	
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 13
ID	LPIO4126
Full Name	Mr Graham Hoad
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	I would welcome good quality design employing good robust natural materials and locally sourced bricks. At the same time good quality modern design should not be discouraged over mediocre pastiche.
Include files	
Number	Question 13
ID	LPIO4273
Full Name	Mrs Caroline Hargrove
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	From chipperfield but I would like to see Kings Langley parish Council acknowledged too High quality design is all very well but making money for developers must be acknowledged we are not looking to attract London buyers for top of the range builds but to provide housing for the people who work hard or are severely disadvantaged and need our help.
Include files	
Number	Question 13
ID	LPIO4361
Full Name	Mr Adrian Bate
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	But this is very subjective. I suspect that previous planners have applied a similar criteria - and look at what's happened. Hemel being a prime example of good intentioned but disastrous design and execution.
Include files	
Number	Question 13
ID	LPIO4423
Full Name	Mr Robert Bailey
Company / Organisation	
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 13
ID	LPIO4690
Full Name	Mr Keith Bradbury
Company / Organisation	
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 13
ID	LPIO4773
Full Name	Mrs Joanna Brown
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Enforce solar panels on new homes..Two new hours built on Boxwell Road - no solar panels... look at more affordable types of housing..
Include files	
Number	Question 13
ID	LPIO4865
Full Name	Mr Simon Scott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>This is only a no because the study has hidden behind yet more additional documents that are not then cross referenced. Therefore you cannot see what the actual sustainability principles in these documents are. Suggest that Dacorum should have its own core set of Quality Principles that all have to adhere to get planning applications granted.</p> <p>I am sure they are covered but this is not good consultation - we can only answer the question if we have the documents.</p>

Include files	
Number	Question 13
ID	LPIO4905
Full Name	Mr Padraig Dowd
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Your guides are necessary/acceptable but not sufficient. Density is a fundamental parameter by which to judge consistency and sustainability of new developments and their future social impacts and any achievement of your vision objectives.</p> <p>Increased height is simply not an option within DBC generally.</p> <p>Accommodation of space for everything beyond the actual housing footprint should be defined more clearly as a separate document/guide. This becomes the requirement for any developer.</p> <p>Environmental issues should be another guide.</p> <p>Design and materials that deliver extremely low energy requirements, eco positive and low maintenance/age well are elements to be included. Developments over the past 15/20 years including ones being developed today e.g. Bear Roc continually stick to a standard old design, only changed in terms of reduced footprint, wafer think strut walls and inadequate addressing of utilities, bikes, equipment, etc. and which are likely to age rapidly.</p>
Include files	
Number	Question 13
ID	LPIO4992
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	The list of title is meaningless without more substance. More hard details will be necessary before proper decisions can be made.
Include files	
Number	Question 13
ID	LPIO5022
Full Name	Mr Chris Lumb

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	It is to be hoped that design considerations will include such things as through-life operating and maintenance costs, also that thought will be given to such things as visual appearance, both from nearby and from a distance (i.e. does the profile and height of the building affect the skyline in any way).
Include files	
Number	Question 13
ID	LPIO5023
Full Name	Mr Chris Lumb
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	In general terms I support this approach. But it is to be hoped that there will be no matters omitted from design considerations, such as aspects of through-life cost, and the fire safety of materials.
Include files	
Number	Question 13
ID	LPIO5158
Full Name	Dr Oliver Pengelley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	While I agree with the underlying principle of good quality design, experience of modern housing developments and reading around the subject tends to indicate that, despite best intentions, this is rarely achieved. Issues I have noted include homes being too small, gardens being too small, buildings being cramped together in inappropriately close proximity with consequent light issues, parking being insufficient. In addition, design is often a questionable pastiche of 'historic' architectural styles which is unlikely to age well.

	<p>The majority of these issues are the result of prevailing development models, including cost management (achieving a minimum price per square foot for the intended market) and maximising units per development.</p> <p>I do not feel the Plan's approach to quality is sufficient, but should be more imaginative and bullish. There are alternatives to current standard development models and the Borough should seize this opportunity to embrace them to deliver tasteful, sustainable housing that has some merit (beyond the basic frameworks identified), that will age well, and that will maximise density without apparent overcrowding. To do so, the Council should take a far stronger stance on quality in both the planning and approvals processes and even get actively involved in developments.</p>
Include files	
Number	Question 13
ID	LPIO5209
Full Name	Mr Gareth Morris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>In principle yes but:-</p> <ul style="list-style-type: none"> - can it realistically be enforced? - will the planned proportion of affordable housing be compatible with local character?
Include files	
Number	Question 13
ID	LPIO5243
Full Name	Mrs Catherine Anderson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Can you ensure that developers will meet your objectives?
Include files	
Number	Question 13
ID	LPIO5317
Full Name	Miss Giulietta Cinque
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>'Good design" is subjective</p> <p>If the design of the Nash Mills estate is anything to go by or the buildings of the Oualtine development which are already crumbling are anything to go by, then no.</p> <p>Not enough parking provided, there seems to be an incorrect assumption that people in flats won't need more than one car parking space, when the prices are clearly beyond the salary of one person.</p> <p>The following must be considered, Use of appropriate building materials - in context - example Hemel town centre (ex Kodak building) is extremely ugly. All new housing needs adequate parking, at least 2 spaces per new home. Low cost housing (and indeed all new housing) must be of high quality both aesthetically pleasing and environmentally well built (but of course all developers will want to use the cheapest and thus poorest quality materials and design to maximise profits). Family housing must have private gardens and off road parking</p>
Include files	
Number	Question 13
ID	LPIO5482
Full Name	Mr Garrick Stevens
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. Design needs to consider the new CCB report already referred to.</p>
Include files	
Number	Question 13
ID	LPIO5539
Full Name	Mr Bob Hattersley
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 see no mention of two important qualities (unless they are covered in one of the referenced documents): compactness and affordability. Compactness has multiple benefits, including reducing the amount of land consumed, reducing the cost of construction, making walking to local services possible. And affordability means the housing provided matches the economic plan for local business - if houses are expensive then only people who have moved out of London and commute back in to work can afford them.</p> <p>In a development at the edge of a town, I see no reason to be hamstrung by "existing character" and "conservation area" considerations. Let's have new technology, zero carbon, innovative design, not pale pastiches of Georgian architecture.</p>
Include files	
Number	Question 13
ID	LPIO5578
Full Name	Mr Michael Ridley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Good quality design should now include zero carbon buildings (an attainable standard) but this is not specified.</p>
Include files	
Number	Question 13
ID	LPIO5674
Full Name	Mr Alastair Greene
Company / Organisation	Little Gaddesden Parish Council
Position	Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Little Gaddesden Parish Council is very keen to encourage the commencement by DBC of the Conservation Area Character Appraisals for Little Gaddesden and Ringshall and is happy to provide support on history through various Village groups.</p>
Include files	
Number	Question 13
ID	LPIO5791

Full Name	Mr Brian Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	cloud cuckoo land....high quality designed affordable housing is an oxymoron
Include files	
Number	Question 13
ID	LPIO5848
Full Name	Mr Michael Lelieveld
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes. We agree that design of dwellings in new schemes be in keeping with the character of the surrounding area.
Include files	
Number	Question 13
ID	LPIO5865
Full Name	Mr Grahame Partridge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO5943
Full Name	Ms Fiona Coulling
Company / Organisation	
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 13
ID	LPIO5998
Full Name	Mrs Pauline Hughes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>5.6.3 reads well and I am in agreement with its objectives. However, it did not stop Dubai style Tower blocks being passed which were and are definitely in keeping with the character of their location. Why not?</p> <p>5.6.2 'Good Design' What is that? Refuse Planning permission for ' Poorly designed development that does not improve the character and quality of an area and how it functions'. That did not work either did it? Why not? Define Good and Poor Design.</p>
Include files	
Number	Question 13
ID	LPIO6136
Full Name	Mrs Rebecca Giddings
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 do not believe that the proposed approach has even considered "design" in the true sense of the word. As recent mass development projects in the area have demonstrated, when property developers (either private or Council) are under pressure to create housing en mass, and within strict budgetary constraints, it is unlikely that properties of any architectural merit are likely to be built. Instead we are presented with a homogenised collection of identikit, soulless houses which bear no relevance to the geographic area or point in history in which they have been constructed.</p> <p>As demonstrated by such award winning developments as the Silchester Estate in North Kensington, it can be possible to incorporate great architectural design into mass housing development (including provision for</p>

	affordable housing), but I fear that Dacorum will simply take the easy route, and we will be left with a village crammed with identical "Tudorbethan" style homes which quite frankly you couldn't pay me to live in.
Include files	
Number	Question 13
ID	LPIO6237
Full Name	Miss Lucy Muzio
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Building over Hemel east will ruin the look of Hemel, and houses will be disappointing and ruin the look and the qualities of Hemel.
Include files	
Number	Question 13
ID	LPIO6262
Full Name	Ms Ann Hetherington
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 agree in the main with the principles of good design but feel some other points should be added.</p> <p>The developer should be required to consult with the immediately affected local area.</p> <p>The developer should take the local infrastructure into consideration in planning. Unless they have changed, the plans for development local to me (Tring - Icknield Way) doesn't include a through road which will add to pressure on local roads. Traffic calming measures could have been adopted instead to maintain the safety of the new estate, while removing the incentive to use existing cross roads (between Icknield Way and Western Rd) .</p> <p>There has been media coverage recently of problems arising from management changes for estates being uncontrolled and freehold not being granted. I am not very informed on this but I trust Dacorum is avoiding the errors of other councils.</p> <p>An insistence of a high quality of design, quality of building standards, and sufficient allowance for space will all keep costs down for the borough in the long run.</p>
Include files	

Number	Question 13
ID	LPIO6284
Full Name	Mr Nicholas Ring
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	but, guidelines MUST be implemented in all new developments.
Include files	
Number	Question 13
ID	LPIO6296
Full Name	Mrs Beryl Irvine
Company / Organisation	
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 13
ID	LPIO6303
Full Name	Mr andrew miller
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Recent local developments have been subjected to maximum proffit and poor design with lack of available parking for residents and their visitors by designing out the need for parking spaces. This isnt limited to domestic dwellings but also includes business units too.
Include files	
Number	Question 13
ID	LPIO6436
Full Name	Mrs Rachel Macdonald
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	See attached report
Include files	Issues and options reponse (2)
Number	Question 13
ID	LPIO6475
Full Name	Mr Patrick Walsh
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There is insufficient evidence of innovative design solutions to environmental impact or aesthetic.
Include files	
Number	Question 13
ID	LPIO6674
Full Name	Helen Cole
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	You appear to have overlooked one of the biggest issues which is that there appear to be inadequate minimum requirements for residents parking in new developments meaning that the streets are full to the point of being unmanageable for residents in many places.
Include files	
Number	Question 13
ID	LPIO6715
Full Name	Mr Geoff Latham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	<p>Current densities are based on cramming the maximum number of undersized units on to sites in the mistaken view that this makes maximum use of resources, although it is a technique used by developers to maximise profit and also leads to the generation of high transfer costs when expanding families are forced to move on, and thus find another site. People are currently encouraged to acquire loads of stuff but can only get tiny homes. Development should be controlled to provide larger units and sites capable of being developed with to accommodate changing families. It is suggested that the longer living elderly are blocking the ability of people to progress to larger housing. Retirement properties are generally very small with one or two bedroom apartments. The generally healthier elderly still have hobbies and possessions and possibly a requirement to provide occasional accommodation for friends and relatives. Possibly more imagination could release many houses capable of accommodating growing families or of being redeveloped for more units.</p> <p>Increased building costs should not affect developers' profits but be reflected in the acquisition cost of the land.</p> <p>With imagination it should be possible to have serviced plots for houses on which could be placed linked prefabricated units of space or even specialised kitchens and bathrooms similar to those used for motels/lodges. Thus individual pieces could be added, or sold on to reflect the amount of accommodation needed at any time.</p>
Include files	
Number	Question 13
ID	LPIO6871
Full Name	Mrs Jenna Selby
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Kodak should be the only high rise in Hemel. The current infrastructure couldn't support a more densely populated area
Include files	
Number	Question 13
ID	LPIO6951
Full Name	Mr Edward Castle-Henry
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I feel if you want to serve the population the best you can while damaging our local environment the least, BREAM should still be in place.
Include files	
Number	Question 13
ID	LPIO7103
Full Name	Mr & Mrs Fox
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our names.</p> <p>BRAG RESPONSE TO Q13 (FULL DOC ATTACHED TO Q46)</p> <p>Question 13</p> <p><i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <p>Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors</p>
Include files	
Number	Question 13
ID	LPIO7183
Full Name	Rosemary & Michael Burnett
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Good Quality Design - No

	Finally we need good design, high standards of eco friendly housing with long term ecological considerations in mind. Good materials - not sure developers are up to it, local government would do it better.
Include files	
Number	Question 13
ID	LPIO7272
Full Name	Sophie Groombridge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Thank you for your email regarding Decorum's Local Plan – consultation on issues and options, (Chapter 6 Homes) listed in the document is of particularly relevant from a crime prevention perspective, however I can see no reference to security or crime prevention.</p> <p>I note that Decorum Council intend to provide a substantial amount of affordable homes, I would ask that the police approved minimum standard, Secured by Design is included.</p> <p>Building to the physical security of Secured by Design, will reduce the potential for burglary by 50% to 75% and will therefore reduce demand on the police</p>
Include files	
Number	Question 13
ID	LPIO7314
Full Name	Brian and Heidi Norris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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

	<p>further homes is, in our view, more than enough, but we understand that is an existing commitment.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13</p> <p><i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <p><input type="checkbox"/></p> <p>Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors</p>
Include files	
Number	Question 13
ID	LPIO7391
Full Name	Mr Clive Birch
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I strongly agree. CABE Design reviews should be undertaken for all future developments. this would lift the current mediocre design standards that are being adopted by most developers.
Include files	
Number	Question 13
ID	LPIO7393
Full Name	Mr Clive Birch
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I strongly agree. CABE Design reviews should be undertaken for all future developments. this would lift the current mediocre design standards that are being adopted by most developers.
Include files	
Number	Question 13
ID	LPIO7624

Full Name	Rosemary & Michael Burnett
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Finally we need good design, high standards of eco friendly housing with long term ecological considerations in mind. Good materials - not sure developers are up to it, local government would do it better.
Include files	
Number	Question 13
ID	LPIO7676
Full Name	JUNE LIGHTFOOT
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes It's important to maintain the character of our market towns
Include files	
Number	Question 13
ID	LPIO7789
Full Name	Andrea Bartlett
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	All development should be targeted at being passive house/carbon neutral.
Include files	
Number	Question 13
ID	LPIO7855
Full Name	Dr Peter Chapman
Company / Organisation	
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 13
ID	LPIO7939
Full Name	Mr Norman Groves
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 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 Q13</p> <p><input type="checkbox"/></p> <p>Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors</p>
Include files	
Number	Question 13
ID	LPIO7989
Full Name	Mr Michael Nidd
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The need for great care is particularly relevant in cases where new developments would closely abut, for example, conservation areas and the Chilterns AONB.
Include files	
Number	Question 13
ID	LPIO8132
Full Name	Dr Jason Tisdall
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	All development should be targeted at being passive house/carbon neutral.
Include files	
Number	Question 13
ID	LPIO8436
Full Name	Mr Peter Shell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO8537
Full Name	Mrs Sarah Rees
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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, we request you accept this as

	<p>confirmation that we wish DBC to duplicate BRAG's responses under our name.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO8564
Full Name	Helen & Stuart 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>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.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO8613
Full Name	Spencer Holmes
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LP108727
Full Name	Mrs Pat Berkley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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/we request you accept this as confirmation that I/we wish DBC to duplicate BRAG's responses under my/our name.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	

Number	Question 13
ID	LPIO8826
Full Name	Mr Lawrence Sutton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO8957
Full Name	barney greenwood
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive.
Include files	
Number	Question 13
ID	LPIO8987
Full Name	David Johnson
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes
Include files	
Number	Question 13
ID	LPIO9010
Full Name	Mrs Susan Johnson
Company / Organisation	
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 13
ID	LPIO9758
Full Name	Aly MacLean
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 & 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>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> • Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors

Include files	
Number	Question 13
ID	LP109806
Full Name	Mr Paul Wardle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, 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>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LP109981
Full Name	mr Kevin 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>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p>

	<p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10029
Full Name	Jill Mewha
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10098
Full Name	Melanie Frankel
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

<p>Your response - Please add your response here</p>	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
<p>Include files</p>	
<p>Number</p>	<p>Question 13</p>
<p>ID</p>	<p>LPIO10146</p>
<p>Full Name</p>	<p>Natalie Crane</p>
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>Yes</p>
<p>Your response - Please add your response here</p>	<p>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.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
<p>Include files</p>	

Number	Question 13
ID	LPIO10203
Full Name	Mr Tim Beeby
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> • Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10250
Full Name	John and Jane Beeley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p>

	<p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>.....</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10300
Full Name	Kathleen Lally
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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10348
Full Name	J&P Savage
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Secondly, 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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors</p>
Include files	
Number	Question 13
ID	LPIO10414
Full Name	Mr Daniel Parry
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> • Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors

Include files	
Number	Question 13
ID	LPIO10463
Full Name	David Burbidge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, <u>I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name</u></p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> • Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10513
Full Name	Mr Stephen Doughty
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>I would however like to make a few specific comments.</p>

	<p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10561
Full Name	Mr Roger Petts
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10608
Full Name	Simon Chilton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10658
Full Name	Sally and David Williams
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Please register as support for BRAG's submission.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10706
Full Name	Mrs Jenny Jenkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>However, I would like to emphasise a few of the most important points within that response that I strongly agree with:</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10752
Full Name	Taylor Wimpy Strategic Land
Company / Organisation	Taylor Wimpy Strategic Land
Position	C/O Pegasus Group
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Paragraph 5.6.6 refers to the use of masterplans and concept frameworks for 'key development sites'. The preparation of masterplans is often time-consuming and can delay delivery of housing, especially on smaller sites which are likely to be developed by a single housebuilder and for which the design and layout can best be addressed through the development management process in line with relevant policies. At present, there is no clarity over what sites will be subject to master planning, what timescales will be involved, and the extent of the work necessary. The Local Plan must clarify this approach if it is to be taken.</p> <p>For full response please see question 46.</p>
Include files	
Number	Question 13
ID	LPIO10799
Full Name	Grant Imlah
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Moreover i am aware that 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, 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> • Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10851
Full Name	Sheila Dawkins
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 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 & 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p>

	<ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO10900
Full Name	Jean Thomas
Company / Organisation	
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 13
ID	LPIO10949
Full Name	Christopher Stafford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13

ID	LPIO10999
Full Name	Mrs Patti Whittle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p><i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO11046
Full Name	J M Thomas
Company / Organisation	
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 13
ID	LPIO11096
Full Name	Denis Maclure
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	Design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive.
Include files	
Number	Question 13
ID	LPIO11127
Full Name	Cally Emmas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO11174
Full Name	Mr Neil Aitchison
Company / Organisation	
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 13
ID	LPIO11221
Full Name	Jon Rollit
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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

	<p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO11271
Full Name	Kate Locke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>In addition I would reiterate the extensive points made in the BRAG response to the 'Issues & 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO11359
Full Name	Ms Lorraine Gilmore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>BRAG has responded in full to the 'Issues & 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO11408
Full Name	Conian
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 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 & 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>....</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p><i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top

	developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO11518
Full Name	Ms Eliza Hermann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Design must be in keeping with the unique character and setting of each town, village and rural area. This means lower density outside of town centres, and thus maximising housing density should not be the default principle everywhere.
Include files	
Number	Question 13
ID	LPIO11597
Full Name	Janet and James Honour
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, 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>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top

	developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO11752
Full Name	Edmund Hobley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 to emphasize just a few of the most important points within that response below.</p> <p>...</p> <p>Brag Response to question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO11902
Full Name	Janet Mason
Company / Organisation	Berkhamsted Town Council
Position	Town Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. Design needs to take into account the new CCB report already referred to.

Include files	
Number	Question 13
ID	LPIO11949
Full Name	Dee Sells
Company / Organisation	Markyate Parish Council
Position	Parish Clerk/ RFO
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>No</p> <p><i>It is difficult to comment on the plethora of guidance principles to be used, there is a general effort to protect heritage features and to harmonise buildings within communities the broader setting is being lost in the desire to maximise the number of properties on a plot. The Markyate Parish Plan was prepared between 2009 and 2011, some 10 years later than the Chipperfield Design Statement and both anticipated one of our village problems of today. There is an urgent need for more car parking space and control. Markyate Parish Council would urge that the Borough look at developments which have taken place and were designed under the Core Strategy policies and learn the lessons. It is impossible to use planning to try to reduce car ownership. In rural areas car ownership is an essential for access to work and denying this need in the plans produces the sort of problems Markyate faces now.</i></p> <p><i>The presumption to permit building and the right of appeal of the developer but not the opponents both risk design considerations being lost. On occasions poor plans submitted for consideration do not take on board the local topography, much of Markyate is built on hillsides so the slope of the plot is often an important consideration and we would urge the Borough to include a need for an adequate standard of plan to be submitted.</i></p>
Include files	
Number	Question 13
ID	LPIO12049
Full Name	David Wilyman
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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</p>

	<p>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>Standard BRAG response to Question 13. Please note full document is attached to Question 46</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO12101
Full Name	Colin Blundel
Company / Organisation	Chiltern Society
Position	Planning Officer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>We particularly welcome the inclusion of the Chilterns Conservation Board Management Plan and design guidance.</p>
Include files	
Number	Question 13
ID	LPIO12140
Full Name	Ray Dann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>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:-</p> <p>Standard BRAG response to Question 13. Please note full document is attached to Q46.</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO12205
Full Name	Douglas & Christina Billington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO12284
Full Name	Richard Frankel
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Standard BRAG response to Question 13. Please note full document is attached to Question 46.</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> • Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO12344
Full Name	Mr Brian Kazer
Company / Organisation	Tring in Transition
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>No</p> <p>Building Regulations is no guarantee of good-quality houses, and makes only a 6% reduction in energy saving compared with its predecessor. We would recommend that new houses be required to achieve a 10% carbon reduction beyond Building Regulations Part L by energy efficiency measures.</p> <p>We support the use of the "Building Futures" document.</p> <p>Additionally we would recommend that developers be encouraged to build houses to "Home Quality Mark Beta" standard. Doing so will give developers adopting these standards a competitive edge.</p>

	<p>Govt Strategy requires new homes to achieve at least EPC “C” rating.</p> <p>http://www.gov.uk/government/uploads/attachment_data/file/590655/The_Gen_Guide_2017.pdf</p> <p>London local authorities still apply Zero Carbon Homes Standard despite Govt removing support due to pressure from some housebuilders. DBC could usefully consider what elements of it could be incorporated into review of policy on house design, to achieve significant climate change mitigation.</p> <p>http://www.zerocarbonhomes.org.uk/resources/Zero_Carbon_Steps_to_Towards_New_Homes.pdf</p>
Include files	
Number	Question 13
ID	LPIO12428
Full Name	Judy Halden
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>Standard BRAG response to Question 13. Please note full document is attached to Question 46.</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO12476
Full Name	Meenakshi Jefferys
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LP1012523
Full Name	Mrs Jane Barrett
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Standard BRAG response for Question 13. Please note full document is attached to Question 46.</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors

Include files	
Number	Question 13
ID	LPIO12572
Full Name	mr paul healy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO12622
Full Name	Merrick Marshall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues & 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO12671
Full Name	Monika & Casper Gibilaro
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO12719
Full Name	Lorna Ginn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Here are my comments on the new Local Plan

	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO12768
Full Name	Mr Raymond Phipps
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 comment as follows to the Strategic Options Consultations. In general I follow the comments made by BRAG.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO12815
Full Name	Ingrid Carola McKenna
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>In addition, I draw attention to some of the most important points within that response.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO12863
Full Name	Mr Stephen Lally
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Rather than repeat the BRAG response, with which I completely agree, I will highlight some key points that are important to me.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors

Include files	
Number	Question 13
ID	LPIO12913
Full Name	Jon Whittle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO12966
Full Name	Edward Keane
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p>

	<p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO13015
Full Name	Bettina Deuse
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 to emphasize just a few of the most important points within that response below.</p> <p>...</p> <p>BRAG response to question 13 below (full BRAG response see question 46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO13068
Full Name	Mr Paul Tinworth
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 express my full agreement with the response from the Berkhamsted Residents Action Group regarding Dacorum's Local Plan.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO13116
Full Name	Hilary Dann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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:-</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO13182
Full Name	Mr J G Botha

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes
Include files	
Number	Question 13
ID	LPIO13372
Full Name	Mrs Christine Mitchell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There must be a minimum of two parking spaces per property.
Include files	
Number	Question 13
ID	LPIO13373
Full Name	Mr Alan Mitchell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There must be a minimum of two parking spaces per property.
Include files	
Number	Question 13
ID	LPIO13450
Full Name	Mrs Catherine Imber
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

<p>Your response - Please add your response here</p>	<p>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, 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>It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
<p>Include files</p>	
<p>Number</p>	<p>Question 13</p>
<p>ID</p>	<p>LPIO13498</p>
<p>Full Name</p>	<p>Deborah Smith</p>
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>Yes</p>
<p>Your response - Please add your response here</p>	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
<p>Include files</p>	

Number	Question 13
ID	LPIO13553
Full Name	Mr Alan O'Neill
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> • Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO13606
Full Name	Sue O'Neill
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p>

	<p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO13668
Full Name	Tim Uden
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO13733
Full Name	Edward Hatley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

<p>Your response - Please add your response here</p>	<p>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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
<p>Include files</p>	
<p>Number</p>	<p>Question 13</p>
<p>ID</p>	<p>LP1013782</p>
<p>Full Name</p>	<p>Mr Roger Didham</p>
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>Yes</p>
<p>Your response - Please add your response here</p>	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
<p>Include files</p>	
<p>Number</p>	<p>Question 13</p>
<p>ID</p>	<p>LP1013822</p>

Full Name	Ms Anne Box
Company / Organisation	
Position	Retired Art Teacher, Garden Designer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	At the moment it seems to me that all that is happening is a desperate cramming in of mediocre at best, and monstrously bad design at worst, providing quantity, not quality. Little thought seems to be given to the quality of life of existing residents and their environments, which are in danger of being destroyed, rather than enhanced. Delegated powers are being used so that local people don't have enough say. Situations such as we find ourselves in – the need to provide a large number of new homes – could be seen as an opportunity to find clever new solutions, using the best of modern materials and styles, and creating new neighbourhoods which have the required infrastructures. Are there examples of this elsewhere perhaps which could provide an inspiration?
Include files	
Number	Question 13
ID	LPIO13838
Full Name	Alex Dann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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:-</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top

	developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO14008
Full Name	Danny Jennings
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 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.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO14057
Full Name	Mr John Goffey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>...</p>

	<p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO14105
Full Name	Sue Elleray
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>..</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO14156
Full Name	Mr Richard White
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 disagree with the Dacorum Local Plan proposals for the reasons stated in the BRAG response</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO14298
Full Name	Ms Vicky Tattle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO14386
Full Name	Ray Tattle
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO14434
Full Name	Giselle Okin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors

Include files	
Number	Question 13
ID	LPIO14483
Full Name	Mr David Griffin
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>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.</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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> • Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO14624
Full Name	dr kim goode
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 need for these houses is unclear. I would not object to sustainable eco housing but not on the greenbelt. Please use brownfield sites.</p>
Include files	
Number	Question 13
ID	LPIO14681
Full Name	Ann Bunn

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	if it is kept to good design ?
Include files	
Number	Question 13
ID	LPIO14760
Full Name	Ms Paula Farnham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has (or will be) responded (ing) in full to the 'Issues & 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.</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>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO14831
Full Name	Bev Mckenna
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, please take 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>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO14878
Full Name	Mr Michael Curry
Company / Organisation	Tring Town Council
Position	Town Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>There is a danger with the proposed approach as stated that the opportunity to promote standards above the minimum necessary to comply with legislation will be missed.</p> <p>The principles of good design listed should be extended to include energy efficiency, ecologically friendliness, and minimising the environmental impact.</p>
Include files	
Number	Question 13
ID	LPIO14933
Full Name	Malcolm and Jill Allen
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO14983
Full Name	Mr Clive Freestone
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the

	historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO15033
Full Name	Mr & Mrs D A Simmons
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>We would like to take this opportunity to emphasize a few of the most important points within that response, <i>in particular our response to Q25.</i></p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO15077
Full Name	Tom Simmons
Company / Organisation	St William Homes LLP
Position	Development Manager
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Measures to ensure good quality design are welcomed (question 13) however, undue prescription should be avoided. This will ensure that creativity is not stifled and allow for development proposals to be brought forward that fully consider site specific opportunities and constraints

Include files	
Number	Question 13
ID	LPIO15173
Full Name	Mr Paul Doughty
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	All developments should have adequate planting of trees and hedgerows to maintain the rural feel to Tring.
Include files	
Number	Question 13
ID	LPIO15260
Full Name	Caroline Manson
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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13: Do you agree with the proposed approach to ensuring good quality design within Dacorum?</p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top

	developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO15312
Full Name	Mr Alan Conway
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has already responded to the Issues & Options Consultation. I have studied their comments and confirm that I support the arguments put forward in their submission.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO15361
Full Name	Sue Wolstenholme
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 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>Standard BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p>

	<ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO15423
Full Name	Nick Hanling
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO15471
Full Name	Sarah and Nigel Tester
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options' consultation

	<p>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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO15527
Full Name	Miss Tanya Assarat
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13

ID	LPIO15576
Full Name	Melanie Llewellyn
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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO15643
Full Name	Mr James Honour
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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top

	developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO15702
Full Name	Mark Pawlett
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 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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO15750
Full Name	Maria & Colin Sturges
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 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</p>

	<p>over-development of Tring. Tring has specific issues being a small market town...</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO15797
Full Name	David Kerrigan
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 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>Design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO15864
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	Yes
Your response - Please add your response here	<ul style="list-style-type: none"> • In promoting a housing allocation at London Road Markyate (My-h2), DBLP will seek to promote a form of development which is well designed with its surroundings and meet policy objectives in national guidance. DBLP welcome the opportunity for further input from the Council about the masterplanning of potential housing allocations and such an approach has been used successfully elsewhere to establish common ground between promoter and Council about the deliverability and ultimate form of development • Referring to the list of documents at paragraph 5.6.4, there is a need to ensure that the documents are up-to-date and provide Framework compliant guidance. In addition, these are only advisory documents which have not been the subject of independent scrutiny or examination. As a result, their use should be treated with caution, rather than a simple extension of planning policy
Include files	
Number	Question 13
ID	LPIO15977
Full Name	Mr Robert Sellwood
Company / Organisation	The Crown Estate
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Design quality is an essential element in making new development acceptable to existing residents. The suggested approaches are all useful. In the case of strategic developments, there is the opportunity to prepare comprehensive master plans to guide the form of new development. These master plans would accompany planning applications for strategic development.
Include files	
Number	Question 13
ID	LPIO16055
Full Name	Dave Thomas
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 the attached document describing issues and options that I and many other residents of Tring have addressed regarding housing development</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO16109
Full Name	Helen and Aaron Talbot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13

ID	LPIO16168
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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO16225
Full Name	Stuart Mears
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 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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>

Include files	
Number	Question 13
ID	LPIO16286
Full Name	Kitty Thomas
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 the attached report written on mine and other residents request.</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO16348
Full Name	Aaron 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>I support GFRA responses see below.</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	

Number	Question 13
ID	LPIO16395
Full Name	Ruth and Stephen Wright
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, 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>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO16461
Full Name	Andrew Yeomans
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 endorse the attached reports from the Chiltern Countryside Group and the Grove Fields Residents Association, regarding the local plan consultation.</p> <p>GFRA Response to Question 13, full document attached to question 46</p>

	It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.
Include files	
Number	Question 13
ID	LPIO16537
Full Name	Ian Emmas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <p>. Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors</p>
Include files	
Number	Question 13
ID	LPIO16679
Full Name	Katie Parsons
Company / Organisation	Historic England
Position	Historic Environment Planning Advisor
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	We strongly encourage provision for the historic environment throughout the plan, not solely within heritage focused policies. Most particularly, we seek a specific requirement for consideration of the historic environment within the design policies of the local plan which should seek to draw on opportunities offered by the historic environment and reflect local character and

	<p>distinctiveness. This should not stymie contemporary development but should require an appreciation of the significance and character of the historic environment in producing a high standard of design.</p> <p>A high quality design approach which responds to local distinctiveness and seeks to reinforce local character is encouraged; this should benefit the historic environment. The mass, scale, siting, position and detailed design of development should be appropriate for its location. Development should preserve the character and seek to enhance the setting of conservations areas.</p> <p><u>Tall buildings and higher densities</u></p> <p>Paragraph 5.6.5 of the consultation document refers to recent pressures for higher densities and building heights. Any decision regarding higher densities should be informed by an analysis of the likely historic environment impacts for any given location. Higher densities may be possible in locations containing heritage assets, but this would need to be justified and avoid undue harm to the significance and setting of specific assets. Techniques such as characterisation and building height studies provide evidence to support a local height definition for tall buildings and the identification of appropriate locations in local plans. If a tall buildings strategy is to be pursued by the Council, it is expected that it will be supported by such evidence.</p> <p>We have published guidance on Tall Buildings which you may find helpful:</p> <p><i>Historic England Advice Note 4: Tall Buildings available at:</i></p> <p>https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/</p>
Include files	
Number	Question 13
ID	LPIO16714
Full Name	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	Issue 6 – CBC considers that the quality of new development is an essential component in ensuring the successful delivery of growth and communities. CBC supports the approach set out within paragraph 5.6.4
Include files	
Number	Question 13
ID	LPIO16820
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	<p>As a member of the Grove Field Residents Association, I am in broad agreement with their conclusions.</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO16888
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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO16976
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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO17033
Full Name	Jade 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>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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO17090

Full Name	Grahame Senior
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 support and endorse the views expressed in the attached document as a member of GFRA</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO17131
Full Name	D. Phillips
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 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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the

	historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO17201
Full Name	Watford Borough Council
Company / Organisation	
Position	Principal Planning Officer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Question 13.</p> <p>Good design is integral to new development that would benefit the community in the long term. The Council may wish to consider the potential benefits of the Buildings for Life 12 standard which sets out key design principles that can be used to test the quality of a scheme and how it will benefit the local area early in the design process. This could have benefits for a potential applicant and the planning authority by highlighting issues early and reducing possible time delays once an application has been submitted.</p>
Include files	
Number	Question 13
ID	LPIO17222
Full Name	Debbie Crooks Pam Moss
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p>

	<ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO17280
Full Name	Margaret and Andrew Pike
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 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.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO17337
Full Name	Mr David Parker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>...</p>

	<p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO17389
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 13 below (copy of full response attached to question 46)</p> <p><i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <p>Strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. But you do not mention using the accepted local vernacular. Design needs to take into account the new CCB report already referred to. The local vernacular as referred to in our character studies needs to be acknowledged.</p>
Include files	
Number	Question 13
ID	LPIO17444
Full Name	Sara Bell
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 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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO17503
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>Please find attached a report (GFRA) about the proposed development of Tring.</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p> <p>...</p>
Include files	
Number	Question 13
ID	LPIO17551
Full Name	MR DAVID 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 13 below (copy of full response attached to question 46)</p> <p><i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <p>Strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. But you do not mention using the accepted local vernacular. Design needs to take into account the new CCB report already referred to. The local vernacular as referred to in our character studies needs to be acknowledged.</p>
Include files	
Number	Question 13
ID	LPIO17610
Full Name	Paul Hembury
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 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 & Development details my concerns comprehensively.</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed</p>

	approached to ensuring good quality design remains incomplete.
Include files	
Number	Question 13
ID	LPIO17684
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>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.</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO17733
Full Name	Diana Woodward
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 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 13 below - full document attached to Question 46</p> <p><i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p>

	Strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. But you do not mention using the accepted local vernacular. Design needs to take into account the new CCB report already referred to. The local vernacular as referred to in our character studies needs to be acknowledged.
Include files	
Number	Question 13
ID	LPIO17789
Full Name	John and Helen Osborne
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>We are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO17847
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>We are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</p>

	<p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO17905
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>Please find attached a reports commissioned by a residents association (GFRA) challenging the current plants for additional building in the Tring area.</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO18014
Full Name	mr Richard Lambert
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 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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO18085
Full Name	Mr Graham Bright
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 the response from the Grove Fields Residents Association, which I fully endorse.</p> <p>My personal position, in summary is as follows: Dacorum should remove height restrictions in town centres so more homes, within taller buildings, can be provided where the infrastructure exists and where young people want to live</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13

ID	LPIO18142
Full Name	Peter and Cathy Davidson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Further opinions and ideas are given in Grove Fields Consultants report attached</p> <p>Development should be concentrated in Hemel Hempstead by building up in the town centre, adding more floors onto existing properties or demolishing sensitively, so as to preserve the character, and building higher to provide apartments especially for young people. Young people like to live in town centres and these properties would be cheaper for them than building large houses on green-field sites. Building higher in town centres is more sustainable because transport is concentrated in town centres which makes it more viable and so are other services such as jobs, schools, restaurants etc. Town centres are dying and this would help them be more vibrant.</p> <p>If you must add other sites, then the rest of Hemel should be expanded.</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO18199
Full Name	Nicky and Dave Hulse
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Please see attached the Grove Fields Residents Association's responses to the proposed developments

	<p>in Tring, which we concur with and of which we are a member</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO18252
Full Name	Gail Skelton
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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO18312
Full Name	Terry and Jennifer Elliott
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO18458
Full Name	Mrs Wendy Mclean
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>As long as 5.6.5 is strictly adhered to. Putting a Skyscraper or any tall building close to village is totally inappropriate. This is something that is missing from the current proposals. What type of build is considered in order to achieve number of homes designated on each proposed site.</p>
Include files	
Number	Question 13
ID	LPIO18480
Full Name	Melanie Llewellyn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO18526
Full Name	Mrs Juliet Chodzko
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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO18573
Full Name	Captain Andrew Cassels
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I entirely agree with all responses given by BRAG (Berkhamsted Residents Action Group).

	<p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO18619
Full Name	Lindy Weinreb
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>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <p>Strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. But you do not mention using the accepted local vernacular. Design needs to take into account the new CCB report already referred to. The local vernacular as referred to in our character studies needs to be acknowledged.</p>
Include files	
Number	Question 13
ID	LPIO18666
Full Name	Hilary Abbott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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</p>

	<p>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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO18712
Full Name	Paul and Gillian Jenkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13

ID	LPIO18758
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><i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <p>Strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. But you do not mention using the accepted local vernacular. Design needs to take into account the new CCB report already referred to. The local vernacular as referred to in our character studies needs to be acknowledged.</p>
Include files	
Number	Question 13
ID	LPIO18806
Full Name	Lyndsay Slater
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors

Include files	
Number	Question 13
ID	LPIO18854
Full Name	Andrew and Margit Dobbie
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO18900
Full Name	Katherine Cassels
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 entirely agree with all responses given by BRAG (Berkhamsted Residents Action Group).</p> <p>...</p>

	<p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO18978
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	<p>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.</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO19041
Full Name	Barbara Gainsley
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 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> <p>Strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. But you do not mention using the accepted local vernacular. Design needs to take into account the new CCB report already referred to. The local vernacular as referred to in our character studies needs to be acknowledged.</p>
Include files	
Number	Question 13
ID	LPIO19098
Full Name	Bill Ahearn
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 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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO19156
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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO19214
Full Name	Grove Fields Residents Association
Company / Organisation	Grove Fields Residents Association
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>

Include files	
Number	Question 13
ID	LPIO19271
Full Name	Marcus, Jane, Abigail and Jennifer Fox
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO19325
Full Name	Stuart, Miranda & Melissa Kay
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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

	<p>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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO19373
Full Name	Wai Tang and Greg Barfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Please note we are aware that 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, 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO19421
Full Name	Philippa Jones

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 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>Question 13</p> <p><i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <p>Strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. But you do not mention using the accepted local vernacular. Design needs to take into account the new CCB report already referred to. The local vernacular as referred to in our character studies needs to be acknowledged.</p>
Include files	
Number	Question 13
ID	LPIO19476
Full Name	John Wignall
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 endorse the findings of the attached report prepared for the Grove Fields Residents Association.</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	

Number	Question 13
ID	LPIO19533
Full Name	Kevin Cullen
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 refer to the attached report.(BRAG)</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO19591
Full Name	Mark Lawson and Sharon 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>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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a</p>

	requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.
Include files	
Number	Question 13
ID	LPIO19647
Full Name	Vivienne Inmonger
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 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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO19706
Full Name	John Inmonger
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 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</p>

	<p>in order to demonstrate that the release of green belt land is proportionally necessary to meet housing need</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO19760
Full Name	Ben Barth
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>Question 13</p> <p><i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <p>Strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. But you do not mention using the accepted local vernacular. Design needs to take into account the new CCB report already referred to. The local vernacular as referred to in our character studies needs to be acknowledged.</p>
Include files	
Number	Question 13
ID	LPIO19829
Full Name	Jon Esson
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 a member of the Grove Fields Residents Association and support the findings set out in their report as attached</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO19913
Full Name	Chris 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>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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO19970
Full Name	mrs sue van rhee
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 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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO20027
Full Name	Kate and Ben Marston
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	

Number	Question 13
ID	LPIO20084
Full Name	Maurice and Christine O'Keefe
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO20141
Full Name	Sherry and Haydn Bond
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 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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights</p>

	to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.
Include files	
Number	Question 13
ID	LPIO20199
Full Name	Dianne Pilkington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO20247
Full Name	Mr Peter 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>I have seen the submission to DBC by the Berkhamsted Residents Action Group (BRAG), the contents of which I support.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO20302
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	<p>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.</p> <p>Please accept this email and the attached report as my feedback on the proposed development of Tring.</p>

	<p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LP1020360
Full Name	Deborah Turnbull
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 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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LP1020408
Full Name	Jane Collis
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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO20469
Full Name	Mr David Parker
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 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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO20517
Full Name	DR Brigitta Case

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 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 Berkhamsted Citizens’ Association and the Berkhamsted Residents Action Group. 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors <p>Berkhamsted Citizens response</p> <p><i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <p>Strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. But you do not mention using the accepted local vernacular. Design needs to take into account the new CCB report already referred to. The local vernacular as referred to in our character studies needs to be acknowledged.</p>
Include files	
Number	Question 13
ID	LPIO20564
Full Name	Christine Manning
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 would like to support the views put forward by the Berkhamsted Citizens Association in their response to the Core Strategy</p> <p><i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <p>Strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. But you do not mention using the accepted local vernacular. Design needs to take into account the new CCB report already referred to. The local vernacular as referred to in our character studies needs to be acknowledged.</p>
Include files	
Number	Question 13
ID	LPIO20636
Full Name	Jane Hawkins
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 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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13

ID	LPIO20692
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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approached to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO20740
Full Name	Christopher Townsend
Company / Organisation	
Position	Councillor, Tring Town Council
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>There is a danger with the proposed approach as stated that the opportunity to promote standards above the minimum necessary to comply with legislation will be missed.</p> <p>The principles of good design listed should be extended to include energy efficiency, ecologically friendliness, and minimising the environmental impact.</p>
Include files	

Number	Question 13
ID	LPIO20788
Full Name	Usha Kilich
Company / Organisation	Northchurch Parish Council
Position	Parish Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	
Include files	
Number	Question 13
ID	LPIO20834
Full Name	Mr Iain Manson
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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO20910
Full Name	Mr Jake Storey
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 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO20965
Full Name	Mr & Mrs J.D Battye
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>Q13.BRAG</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top

	<p>developments are particularly intrusive and exacerbate negative factors</p> <p>Berkhamsted Town Council response</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>We strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. Design needs to take into account the new CCB report already referred to.</p>
Include files	
Number	Question 13
ID	LPIO21050
Full Name	julie owen
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 attached report says what we friends of Grove Fields cannot say in the correct language.</p> <p>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO21115
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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO21160
Full Name	St Albans Diocesan Board of Finance
Company / Organisation	St Albans Diocesan Board of Finance
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"> SADBF support the principles of good design sought by Dacorum, and seek a high level of design in all developments they undertake. The Plan sets out a very high-level approach on design matters: clear guidance should be noted on the requirements for masterplans of key development sites, specifying site thresholds and details on matters such as open space requirements and road hierarchy to ensure that developers are aware of the requirements for each site at an early stage in site assessments and preparation.
Include files	
Number	Question 13
ID	LPIO21191
Full Name	Sarah Lightfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors.
Include files	
Number	Question 13
ID	LPIO21243
Full Name	Sarah Lightfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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 supports the inclusion of the Chilterns AONB Management Plan and of particular relevance here, the Chilterns Buildings Design Guide and supplementary Technical Notes.</p> <p>When planning any development in the Chilterns AONB, the Chilterns Buildings Design Guide should be the most important influence on design, more so than wider generic documents and advice.</p>
Include files	
Number	Question 13
ID	LPIO21314
Full Name	Antony Harbidge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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</p>

	<p>under our separate names for the purposes of any analysis/reports generated from this consultation.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO21360
Full Name	Helen Kington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO21420
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	1.14.1 The Landowners support the principles of good design sought by Dacorum, and seek a high level of design in all developments they undertake. The Plan sets out a very high level approach on design matters; clear guidance should be noted on the requirements for masterplans of key development sites; specifying site thresholds and details on matters such as open space requirements and road hierarchy to ensure that developers are aware of the requirements for each site at an early stage in site assessments and preparation.
Include files	
Number	Question 13
ID	LPIO21540
Full Name	Mrs Valerie Silverton
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 have read the proposals and strongly agree BRAG's responses.</p> <p>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO21597
Full Name	Mr Charlie and Claire Laing
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 13, full document attached to question 46</p> <p>It is considered that the general principle of requiring high quality design is essential in maintaining and enhancing the quality of the existing settlements within the Borough. However it should be noted that the predominant outstanding concern relates to a requirement to assess high density and building heights to make brownfield sites most efficient and until this assessment is undertaken then the proposed approach to ensuring good quality design remains incomplete.</p>
Include files	
Number	Question 13
ID	LPIO21685
Full Name	Countryside Properties (UK) Ltd
Company / Organisation	C/O Bidwells
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"> • CPUK support the principles of good design sought by Dacorum, and seek a high level of design in all developments they undertake. The Plan sets out a very high level approach on design matters; clear guidance should be noted on the requirements for masterplans of key development sites; specifying site thresholds and details on matters such as open space requirements and road hierarchy to ensure that developers are aware of the requirements for each site at an early stage in site assessments and preparation.
Include files	
Number	Question 13
ID	LPIO21746
Full Name	David Lang
Company / Organisation	Hemel Hempstead Constituency Labour Party
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>An unacceptable amount of the existing more modern publicly-built housing stock in Hemel Hempstead appears in poor condition and somewhat run down with some seemingly built of cheaper materials. We must ensure that this building for the short term does not persist in the future. Also all new build must conform to latest standards and knowledge on fire and other safety risks.</p> <p>Much was made of the opportunities for reclassifying ex-commercial buildings for residential use, under revised government regulation. However, this has in some instances led to poor design and undersized accommodation. Although this is allowed under regulations, it is not a satisfactory outcome for residents or the drive for better housing.</p> <p>Comments are made in the Plan about the Council rejecting badly designed development plans, which we endorse. However, when this has happened in the past, difficulties arose from the appeals process (often on grounds of profitability) which is both costly and time consuming for the Council. This has led to the Council accepting compensating changes to development plans which are outside the original plans – see below. This will not address housing needs and priorities.</p>
Include files	
Number	Question 13
ID	LPIO21808
Full Name	Professor Jim McManus
Company / Organisation	Public Health Service (HCC)
Position	Director
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Physical health and mental wellbeing can be positively influenced by well-designed developments with consideration of the location, density and mix of land uses that offer services to the community (NPPF, para 70).
Include files	
Number	Question 13
ID	LPIO21880
Full Name	Louis Quail
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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"> • Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO21919
Full Name	Roger Saller
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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. 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>BRAG response to Question 13 (please note full document is attached to Q46)</p> <p>Question 13 <i>Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top

	developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO21948
Full Name	Thomas and Margaret Ritchie
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 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>We strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. Design needs to take into account the new CCB report already referred to.</p>
Include files	
Number	Question 13
ID	LPIO22028
Full Name	Gallagher Estates
Company / Organisation	Gallagher Estates
Position	
Agent Name	Mrs Hanna Staton
Company / Organisation	Pegasus Group
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The Council's proposal to consider where there is scope for higher density and/or taller development is prudent given the likely uplift required in housing delivery. Any future policy framework for density should recognise that higher density will be inappropriate in some areas and new development must respect the character of its surroundings.</p> <p>The Council's list of guidance materials in paragraph 5.6.4 appears sensible. There is a balance to be struck between ensuring that development is designed to appropriately high standards and being so prescriptive that it becomes difficult to bring forward development viably.</p>
Include files	

Number	Question 13
ID	LPIO22129
Full Name	Mrs Hayley Gillard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 13
ID	LPIO22173
Full Name	Mr Peter Gillard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 13
ID	LPIO22217
Full Name	Miss Sophie Gillard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 13
ID	LPIO22494
Full Name	Mr & Mrs Lisa-Lotte & Henrik Hansen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Please find below our response to the new Local Plan consultation. I fully support Brag's response on this matter (see below)</p> <ul style="list-style-type: none"> Strongly agree. It is absolutely imperative that design must be in keeping with and preserve the historic character of our market towns. Ridge-top developments are particularly intrusive and exacerbate negative factors
Include files	
Number	Question 13
ID	LPIO22544
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>I support all answers and comments to the Issues & Options Consultation document noted on the Berkhamsted Town Council website</p> <p>We strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. Design needs to take into account the new CCB report already referred to.</p>
Include files	
Number	Question 13
ID	LPIO22614
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</p>

	<p>(MRAG) (see comments LPIO18384, 18385) and the draft response prepared by Berkhamsted Town Council.</p> <p>Berkhamsted Town Council Response:</p> <p>We strongly agree that design must be in keeping with the character of the town or village. Ridge-top developments are particularly intrusive and exacerbate negative factors. Design needs to take into account the new CCB report already referred to.</p>
Include files	
Number	Question 13
ID	LPIO22691
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><i>Question 13 – Do you agree with the proposed approach to ensuring good quality design within Dacorum?</i></p> <p>The list of guidance in paragraph 5.6.4 does not include any transport related documents, e.g. Manual for Streets 1 and 2, Roads in Hertfordshire that are relevant in relation to layout, design and access.</p> <p>There should be explicit reference to landscape design, and taking a landscape/Green Infrastructure (multifunctional/well connected etc.) approach to masterplanning.</p> <p>This approach should also be guided by Landscape Character Assessments.</p>
Include files	

Report Settings Summary

Event	Local Plan Issues & Options November 2017
Total Responses	22,707
Total Respondents	2,376
Filtered Responses	295
Filtered Respondents	283
Questions	<p>Question 14</p> <p>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</p> <p>Yes / No</p> <p><i>If no, please explain what we have missed and why it should be included.</i></p>
Filter	<i>(none)</i>
Consultation Point(s)	ID-4764251-QUESTION-14
Pivot	<i>(none)</i>
Document Name	Question 14 - Summary Report
Created on	2019-04-17 12:53:08
Created by	Strategic Planning Admin

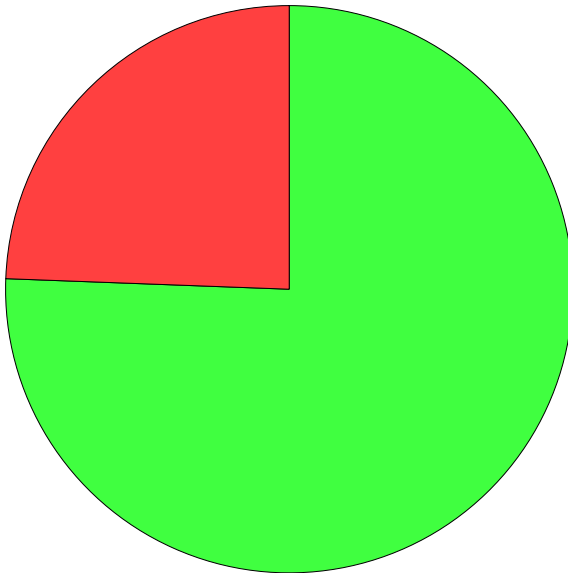
Your Opinion

Question responses: **295 (100.00%)**

Question 14

Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?

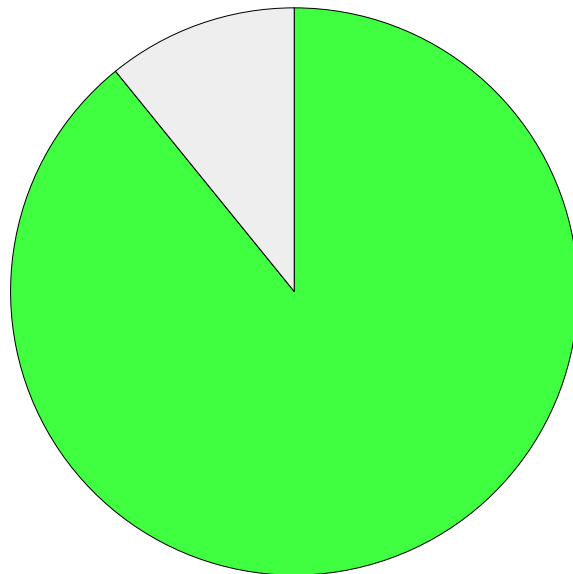
Yes / No



	% Total	% Answer	Count
Yes	75.59%	75.59%	223
No	24.41%	24.41%	72
Total	100.00%	100.00%	295

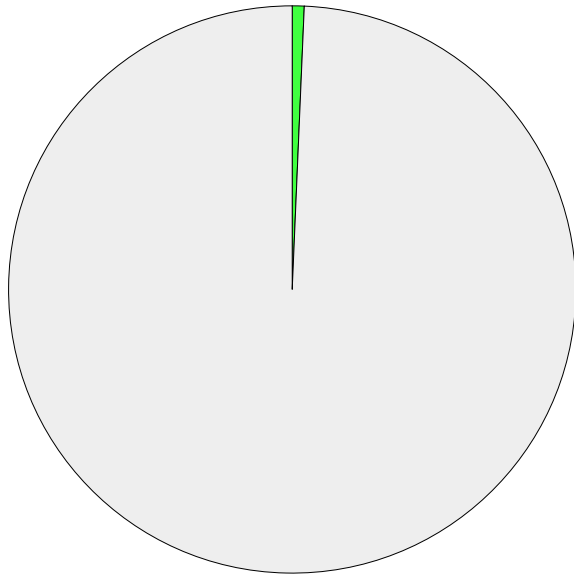
Responses



Question responses: **263 (89.15%)**



	% Total	% Answer	Count
Responses	89.15%	100.00%	263
No Response	10.85%	--	32
Total	100.00%	100.00%	295

Supporting evidence

Question responses: **2 (0.68%)**

	% Total	% Answer	Count
 Responses with File(s) Uploaded	0.68%	100.00%	2
 Responses with No Uploads	99.32%	--	293
Total	100.00%	100.00%	295

Issues and Options All Responses to Question 14

Number	Question 14
ID	LPIO63
Full Name	Mr David Hicks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I dispute all the plans to build on green belt land, and anything that turns Kings Langley VILLAGE into 'South Hemel Hempstead', or worse, NORTH WATFORD.
Include files	
Number	Question 14
ID	LPIO83
Full Name	Mr John Lilley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Build more Council houses and don't sell them off.
Include files	
Number	Question 14
ID	LPIO168
Full Name	Mr John Shaw
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There can be no development on green belt land
Include files	
Number	Question 14
ID	LPIO329
Full Name	Mr David Stanier
Company / Organisation	
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 14
ID	LPIO451
Full Name	Ms Julia Marshall
Company / Organisation	
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 14
ID	LPIO544
Full Name	Mrs Sarah West
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO569
Full Name	Mrs Caroline Williams
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Because there are too many agencies involved here, all with different priorities and agendas.
Include files	
Number	Question 14

ID	LPIO622
Full Name	Mrs Carole Stokes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO666
Full Name	Mr David Smith
Company / Organisation	
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 14
ID	LPIO799
Full Name	Mrs Catherine Marks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Green belt land should not be built on in villages.
Include files	
Number	Question 14
ID	LPIO861
Full Name	Mr Stephen Bevan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO862
Full Name	Mr Stephen Bevan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO965
Full Name	Mr Robin Knowles
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Disagree with developing green built and rural areas and the potential merging of Kings Langley with the towns of Hemel and Watford
Include files	
Number	Question 14
ID	LPIO1011
Full Name	mr 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	1 Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites. However, we have seen in so many recent cases that local policies are not adhered to.
Include files	
Number	Question 14

ID	LPIO1085
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	But we want consultation.
Include files	
Number	Question 14
ID	LPIO1206
Full Name	Mr Bernard Richardson
Company / Organisation	
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 14
ID	LPIO1265
Full Name	Sarah Harper
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Rather than asking multiple agencies, who are then following a set of policies and afraid to say anything negative about another body (which is frankly obvious from some of the comments already filed by such Agencies) perhaps the Council should listen to those people that live in the District and take notice to what the public who will be impacted want. Please do not build on Green Belt land. Please keep our villages as villages.If I wanted to live in Harrow or Watford I would have moved there. I want to live in a rural area.
Include files	
Number	Question 14
ID	LPIO1378
Full Name	Mr John Ingleby

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Existing policies severely restrict new building on Green Belt land in and around Kings Langley.
Include files	
Number	Question 14
ID	LPIO1472
Full Name	Ms G Puddiphatt
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Green Belt land must be protected and not seen as an option or opportunity to build affordable housing.
Include files	
Number	Question 14
ID	LPIO1496
Full Name	Mr Chris Marks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Green belt should not be built on.
Include files	
Number	Question 14
ID	LPIO1535
Full Name	Mrs Rachel Conradi
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	I cannot see a transport plan for Bovingdon and the other villages (except Chipperfield) listed below. If this has not been considered then how can the transport infrastructure requirements current and future really be understood.
Include files	
Number	Question 14
ID	LPIO1607
Full Name	Mrs Susan Johnson
Company / Organisation	
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 14
ID	LPIO1739
Full Name	Mr Kenneth Watts
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>'No' on the basis that there is more information here than could possibly be studied in the consultation period in order to make a full assessment. However, buried at the bottom of this list is one document worth bringing to the other contributor's attention.</p> <p>I refer to the <i>Stage 2 Green Belt Review and Landscape Appraisal Report</i>, Published December 2016. Within this document is vital methodology used to assess land parcels around Kings Langley as to their 'strength' in contributing to the various designated 'Purposes' of the Green Belt, e.g. Purpose 2: to prevent neighbouring towns from merging. The conclusions are of particular relevance to Kings Langley. The report scores land parcels against four 'purposes' and then provides a summary score, essentially as to their worth as Green Belt. Rectory Farm lies in the south of a thin 'finger' parcel extending up to the WCML at Mill Lane and is ranked Strong, the highest score, as is the area of Wayside Farm to the east of the A4251. However, the parcel encompassing the rest of Wayside Farm extending round the village up to Chipperfield Road is considered only Moderate, along with the parcel between Rucklers Lane and northern edge of the village defined by Conniston Road. Of greatest concern are the</p>

	<p>parcels encompassing the Shendish Estate, ranked as Weak and the parcel containing Hill Farm ranked as Weakest.</p> <p>I would emphasize that this interpretation is the result of a quick appraisal but it would seem likely that this information will, at the very least, inform and possibly influence DBC in their judgements on development proposals affecting Kings Langley and I would urge all interested contributors to at least make themselves aware of the contents of this document. Links are provided in the table under section 5.7 of the <i>Issues & Options consultation</i> document.</p> <p>This is a 'mechanical' geographic assessment of the worth of the Green Belt. It does not appear to take any account of the value of the land in terms of the character of Kings Langley, the land's current use, visual and social amenity or 'worth' to village residents and its' important current role or place in history.</p>
Include files	
Number	Question 14
ID	LPIO1788
Full Name	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	Perhaps the question should have been turned round and asked what the villagers want. Judging by the response we had at the extraordinary Parish Council Meeting is that the villagers want the village to be a village. I moved out of London 50 years ago to live in a village not in Hemel Hempstead or Watford.
Include files	
Number	Question 14
ID	LPIO1833
Full Name	Mr Richard Case
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<ul style="list-style-type: none"> In principle the titles seem to cover the required areas. It is the content that matters and we don't have that yet. This should be in place and consulted upon before any other decisions made about the specific sites

Include files	
Number	Question 14
ID	LPIO1998
Full Name	Mrs Jane Hennell
Company / Organisation	Canal & River Trust
Position	Area Planner
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The Canal & River Trust is pleased to note that the Council intend to create a policy relating to the Grand Union Canal. We would welcome the opportunity to work with the council to ensure that the policy reflects the full range of relevant issues and that the supporting text highlights the multi- functional and cross boundary and nature of the canal.</p> <p>In our capacity as a statutory consultee we strive to make sure any new waterside development seeks to enhance the wider waterway corridor and protects the intrinsic qualities that waterways offer.</p> <p>Overarching Guiding Principles for Policy Formulation</p> <ul style="list-style-type: none"> <input type="checkbox"/> The Canal is are multi-functional by nature. <input type="checkbox"/> The canal is a public asset, accessible to local communities free of charge. <input type="checkbox"/> Waterways, towpaths and water spaces are a part of a wider network that crosses administrative boundaries and cannot be viewed in isolation. <input type="checkbox"/> There are particular land use implications and locational requirements arising from the inherent constraint of the canal being a 'non-footloose' asset. <input type="checkbox"/> Development and regeneration can impose burdens and liabilities upon the waterway infrastructure, facilities and environs. <input type="checkbox"/> There is a need to provide essential boat services and facilities to support the use of waterways for navigational purposes. <input type="checkbox"/> The canal and towpath are spaces in their own right, and not just settings or backdrops to development or edges to policy designations. <p>The Town and Country Planning Association worked with our predecessor organisation to produce a Planning Advice Note: Inland Waterways. This contained a development management checklist which has been updated to help local authorities assess the appropriateness and impact of new development upon the waterway infrastructure, facilities and environs.</p> <p>Each waterside location needs to be considered individually, with no single design approach being appropriate in all locations. The following guiding</p>

	<p>principles should be taken into account so that, where appropriate, new waterside development should:</p> <ul style="list-style-type: none"> • positively address the water • integrate the towing path and open up access to the water • link waterside space and the waterspace • use the waterspace itself • incorporate access and other improvements • engage with and tease out the qualities and benefits of being by water • reflect the scale of the local waterway corridor to the wider neighbourhood <p>This guide is currently being refreshed and will be provided to the LPA when available.</p>
Include files	
Number	Question 14
ID	LPIO2020
Full Name	Mrs Christine Mabley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Transport plans have several documents that are woefully out of date. My own experience of traffic models is that they come to the conclusion that some times of day are busier than others which seems less than useful. What worries me is that data is collected at places or times that support someone's fixed ideas eg the access to the A41 using Winkwell was never tested when LA3 transport implications were being considered.</p>
Include files	
Number	Question 14
ID	LPIO2319
Full Name	Mr George Bull
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 Spatial Strategy for the Town of Tring http://www.councilsfortring.gov.uk/1711002319/1711002319 has been omitted.</p>
Include files	
Number	Question 14

ID	LPIO2380
Full Name	Mr David Glenister
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Any proposed development of housing on the edge of Berkhamsted should be in keeping with the existing character of the town. There should be a range of property types and not "rabbit hutches" trying to cram as many dwellings in the available space just to suit property developers and generate council tax income. Consideration should be given to open green spaces, parks & trees, footpaths, local services (doctor, dentist, nurseries, care homes, meeting places) and infrastructure, green transport (electric cars, electric bicycles, standard bicycles & walk ways). Using building material (brick, slate, wooden sash windows, chimneys) in keeping with existing building is important.</p> <p>More consideration is needed to prepare and be ready for green transport now . The technology is upon us and construction polices need to take this into account now.</p> <p>Construction of out of town amenities should be considered for example local post office doubling up as food retail stores.</p> <p>The aim should be to get a balance between out of town and central of town amenities. At present there in an in balance with the centre of town suffering from excess vehicle traffic and air pollution which are already at unacceptable levels.</p>
Include files	
Number	Question 14
ID	LPIO2385
Full Name	Dr Nick Hodsdon
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Include something to reduce/prevent light pollution</p> <p>Provide more consideration for the creation and preservation of green wildlife corridors linking green spaces to allow movement of wildlife and prevent the isolation and local extinction of species populations</p> <p>Developers to provide funding for compensating development of protected green wildlife areas and corridors</p>

Include files	
Number	Question 14
ID	LPIO2424
Full Name	Mr Paul Crosland
Company / Organisation	
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 14
ID	LPIO2472
Full Name	Mr Timothy Copeman
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	In principle yes but the council must adhere to these policies fully and not amend them in the future if compliance looks to be to difficult.
Include files	
Number	Question 14
ID	LPIO2593
Full Name	Mrs Marriott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Too generic.
Include files	
Number	Question 14
ID	LPIO2649
Full Name	Mr Alan Andrews
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	No building on greenbelt land. That's what keeps us a village.
Include files	
Number	Question 14
ID	LPIO2802
Full Name	mrs Gillian Hooper
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Difficult to answer this as some of the policies don't support the proposals and I find it impossible to understand how these proposals are considered to reflect these policies - e.g. protect green belt land.
Include files	
Number	Question 14
ID	LPIO2807
Full Name	Mrs Carol Chandler
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO2852
Full Name	Mr Paul Mcpherson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Do not consider building on green belt land nor in areas that cannot cope with additional housing
Include files	

Number	Question 14
ID	LPIO2853
Full Name	Mr Paul Mcpherson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	No for reasons already stated
Include files	
Number	Question 14
ID	LPIO2854
Full Name	Mr Paul Mcpherson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO2868
Full Name	Mr Antony Harbidge
Company / Organisation	Berkhamsted Residents Action Group (BRAG)
Position	Chairman
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO3077
Full Name	mr hugh siegle
Company / Organisation	
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 14
ID	LPIO3079
Full Name	mr hugh siegle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes but where are the actual policies?
Include files	
Number	Question 14
ID	LPIO3148
Full Name	Mr John Walker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO3151
Full Name	Mr John Walker
Company / Organisation	
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 14
ID	LPIO3300
Full Name	Mrs Margaret Stanier

Company / Organisation	
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 14
ID	LPIO3365
Full Name	Mrs Victoria Bate
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Surely planning should dependant on many things.. cultural, historical and surrounding character cohesion.. Future proofing, with a practical eye on HOW we will need to live in the future..low carbon, shared resources..
Include files	
Number	Question 14
ID	LPIO3422
Full Name	Mrs Ann Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I don't see one for adequate parking I new development or when extending or converting existing properties.
Include files	
Number	Question 14
ID	LPIO3497
Full Name	Dr Lucy Murfett
Company / Organisation	Chilterns Conservation Board
Position	Planning Officer
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Since Dacorum contains a significant expanse of the Chilterns Area of Outstanding Natural Beauty (AONB), nationally designated as one of the country's finest landscapes, and some of the area that is not designated AONB forms part of the setting of the Chilterns AONB, the Chilterns Conservation Board would welcome strong emphasis on the Chilterns Area of Outstanding Natural Beauty in the policy structure.</p> <p>The identification of a standalone policy for the AONB is welcomed. This should be based on the model policy for the Chilterns AONB developed by policy planners from across the AONB (through Chilterns AONB Planning Forum in 2016) would ensure a best practice policy and cross-boundary cooperation. The model policy is available here http://www.chilterns.org/conservation/development/planning.html</p>
Include files	Chilterns Conservation Board's Model Policy for the Chilterns AONB
Number	Question 14
ID	LPIO3573
Full Name	Mrs Sandra Jackson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>By referring me to a list of policy headings within Appendix A and without providing me with the detail in an easy to digest format, it is not possible to say with any degree of hope that you are getting this right. Current planning process and policy is not right, see my previous responses, so I cannot be at all certain that you have learned from lessons and are intending to improve policies for future developments.</p>
Include files	
Number	Question 14
ID	LPIO3761
Full Name	Mr Anthony Warren
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Lacks out of borough policies / plans. i.e. St. Albans, Luton. Silent on NHS and water (waste treatment) requirements</p>

Include files	
Number	Question 14
ID	LPIO4127
Full Name	Mr Graham Hoad
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	An alternative approach to developer lead solutions would be welcomed. Infrastructure development by LA with Housing Association, self-build co-ops, small local builders. Benefit being economy is kept local. If LA procured, RTB should be discouraged as it takes housing stock out of the economic rent market.
Include files	
Number	Question 14
ID	LPIO4277
Full Name	Mrs Caroline Hargrove
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Some sort of Impact statement on the effect on existing users and existing residents of the loss of long loved and useful Green belt sites example Wayside Farm
Include files	
Number	Question 14
ID	LPIO4367
Full Name	Mr Adrian Bate
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Impossible to review the weight of documentation. I concur with other contributors that there would seem to be some genuine devils in the detail.
Include files	

Number	Question 14
ID	LPIO4425
Full Name	Mr Robert Bailey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes I agree with the policies but they are not being adhered to in this plan.
Include files	
Number	Question 14
ID	LPIO4692
Full Name	Mr Keith Bradbury
Company / Organisation	
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 14
ID	LPIO4877
Full Name	Mr Simon Scott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The core transport strategies a 4-7 years old; at least the bus strategy was only two years old. How can you possibly plan infrastructure demand on such out of date documents? Hertfordshire County Council Rail Strategy (2011) Hemel Hempstead Urban Transport Plan (2009) Hertfordshire Local Transport Plan 2011 - 2031 Tring, Northchurch and Berkhamsted Urban Transport Plan (2013)
Include files	
Number	Question 14

ID	LPIO5024
Full Name	Mr Chris Lumb
Company / Organisation	
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 14
ID	LPIO5318
Full Name	Miss Giulietta Cinque
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 Council should listen to those people that live in the area and take notice to what the public who will be impacted want. Please do not build on Green Belt land. Please keep our villages as villages. I wanted to live in a rural area. I might as well move back to Hounslow.</p> <p>Build more Council houses, in the appropriate places, close to jobs, etc. and DON'T sell them off for a pittance, don't SELL them.</p>
Include files	
Number	Question 14
ID	LPIO5445
Full Name	Mr Pdraig Dowd
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Other policies are addressed in 13 above.</p> <p>Compliance with approved plans along with remedies.</p> <p>Digital urban requirements for the future.</p> <p>Technology requirements of the future.</p> <p>Review of planning in other areas both in the UK and abroad, to assess and factor in the lessons learned from the social consequences of poor/good decisions made.</p>

Include files	
Number	Question 14
ID	LPIO5485
Full Name	Mr Garrick Stevens
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>A Cannot disagree with the list of titles – it is the content that matters. It is silent on the future of area Character Appraisals which make important contribution to a sense of place and identity.</p> <p>B The new CS should be consulted and in place before any other decisions made about sites.</p>
Include files	
Number	Question 14
ID	LPIO5599
Full Name	Dr Lucy Murfett
Company / Organisation	Chilterns Conservation Board
Position	Planning Officer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The Chilterns Conservation Board considers that the proposed policy on the "Water environment: lakes, reservoirs, ponds and canals" should also refer to rivers and to environmentally sustainable levels of water abstraction.</p> <p>The reason is that the River Bulbourne, River Gade & River Ver are chalk streams, a globally rare habitat and a characteristic feature of the Chilterns landscape. 85% of the world's chalk streams are found in England. Chalk streams are home to some of our most threatened plants and animals. Like all the other chalk streams in the Chilterns, the Rivers Gade, Bulbourne and Ver are currently failing EU Water Framework Directive objectives, with low flows being cited as a major causal factor for these failures. Studies by the Environment Agency and water companies have shown that abstraction for public water supply is a major factor in the chronic low flows that these rivers are experiencing. Despite past abstraction reduction in the Bulbourne and Ver valleys and a planned reduction in the Gade valley aimed at reducing the pressure on the rivers, they remain vulnerable to low flows. The impact on Chilterns chalk streams of development proposals must be urgently and thoroughly assessed (cumulatively, not just Dacorum</p>

	alone) and may form a cap on the capacity to accommodate development. A lack of alternative sources of water at strategic scale will prevent the impact of increased demand at a local level from being offset. For further information please see the Chilterns Chalk Streams Project http://www.chilternsaonb.org/about-chilterns/chalk-streams.html and contact the Chalk Streams Officer Allen Beechey (abeechey@chilternsaonb.org).
Include files	
Number	Question 14
ID	LPIO5675
Full Name	Mr Alastair Greene
Company / Organisation	Little Gaddesden Parish Council
Position	Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO5723
Full Name	Mr Quentin Ross-Smith
Company / Organisation	
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 14
ID	LPIO5746
Full Name	Mr Adrian Ward
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 14

ID	LPIO5849
Full Name	Mr Michael Lelieveld
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There is a great deal of material to review in order to respond to this question. To make a general point, it will be important that these policies are shown to have been implemented if the new Local Plan is to be overlaid or rely on them in any way. We ask the Council to demonstrate this during the next phase of the process.
Include files	
Number	Question 14
ID	LPIO5868
Full Name	Mr Grahame Partridge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO5946
Full Name	Ms Fiona Coulling
Company / Organisation	
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 14
ID	LPIO5987
Full Name	Mr Paul Craig
Company / Organisation	

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 14
ID	LPIO6245
Full Name	Miss Lucy Muzio
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO6299
Full Name	Mr Nicholas Ring
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The policies regarding transport and parking are out of date and do not reflect the degree of road traffic movements.
Include files	
Number	Question 14
ID	LPIO6310
Full Name	Mr andrew miller
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Its difficult to see how the existing congestion in Kings Langley will be addressed.

Include files	
Number	Question 14
ID	LPIO6513
Full Name	Mr Patrick Walsh
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The comparison of parcels of land in a mechanical fashion loses the qualitative value of the land and ignores the current utilisation and it's consequent loss.
Include files	
Number	Question 14
ID	LPIO6558
Full Name	Mr Andrew Lambourne
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes - provided that the policies themselves are well produced and adequate to protect the character of Dacorum as a place to live
Include files	
Number	Question 14
ID	LPIO6683
Full Name	Mr Nick Hollinghurst
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	All the localised and detailed policies mentioned are all well and good. Most important of all should be included explicitly the county council's recommended target of 40% affordable homes for all developments above a threshold. I very much welcomed DBC's decision some years ago to remove homes discounted by a percentage from the "market price" (however one is supposed to discover

	<p>that except retrospective to a sale!) from their definition of "affordable homes".</p> <p>Nevertheless, in terms of practicality, the category of shared equity should also be removed. Prices in the Tring area are so high that 50% (say) of a high price is still high - rather than affordable.</p> <p>For policy to be effective and for the "affordable homes" to be targeted on the basis of social need then they must (all if possible) be rental housing at a social rent.</p> <p>Additionally new houses should be constructed (a) with fibre connections to the premises (b) and with at least one circuit capable of delivering current at the rate needed to charge modern electric vehicles i.e. 30 - 40 amp</p>
Include files	
Number	Question 14
ID	LPIO6983
Full Name	mr michael hicks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Family homes, single person homes two person homes starter homes, properties to rent cheaply and shared ownership homes should all be included in affordable homes. The definition of 40% should be clarified to be 40% of the bedrooms not 40% of the front doors.</p> <p>In that way a large number of 1 bedroom starter homes and bedsits could be built without eating up all of the allocation of affordable homes.</p>
Include files	
Number	Question 14
ID	LPIO7104
Full Name	Mr & Mrs Fox
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our names.</p>

	<p>BRAG RESPONSE TO Q14 (FULL DOC ATTACHED TO Q46)</p> <p>Question 14</p> <p><i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <p><input type="checkbox"/></p> <p>Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites</p>
Include files	
Number	Question 14
ID	LPIO7273
Full Name	Sophie Groombridge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Thank you for your email regarding Decorum's Local Plan – consultation on issues and options, (Chapter 6 Homes) listed in the document is of particularly relevant from a crime prevention perspective, however I can see no reference to security or crime prevention.</p> <p>I note that Decorum Council intend to provide a substantial amount of affordable homes, I would ask that the police approved minimum standard, Secured by Design is included.</p> <p>Building to the physical security of Secured by Design, will reduce the potential for burglary by 50% to 75% and will therefore reduce demand on the police</p>
Include files	
Number	Question 14
ID	LPIO7315
Full Name	Brian and Heidi Norris
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 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.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14</p> <p><i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <p><input type="checkbox"/></p> <p>Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites</p>
Include files	
Number	Question 14
ID	LPIO7417
Full Name	Mr Clive Birch
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO7810
Full Name	Mr Alan Debenham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Extending existing homes should be viewed sympathetically if they represent a cost effective means</p>

	of increasing the number of people who can be housed.
Include files	
Number	Question 14
ID	LPIO7856
Full Name	Dr Peter Chapman
Company / Organisation	
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 14
ID	LPIO7940
Full Name	Mr Norman Groves
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 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 Q14</p> <p><input type="checkbox"/></p> <p>Hard to disagree with a list of titles –it is the content that matters and we haven' got that. This should be in place and consulted upon before any other decisions made about sites</p>
Include files	
Number	Question 14
ID	LPIO8437
Full Name	Mr Peter Shell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO8538
Full Name	Mrs Sarah Rees
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our name.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO8565
Full Name	Helen & Stuart 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>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.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO8614
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>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.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO8659
Full Name	MRS G RUSSELL
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	No 1- Taller structures should be limited to Hemel Hempstead.
Include files	
Number	Question 14
ID	LPIO8728
Full Name	Mrs Pat Berkley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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/we request you accept this as confirmation that I/we wish DBC to duplicate BRAG's responses under my/our name. BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO8827
Full Name	Mr Lawrence Sutton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options'

	<p>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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO8988
Full Name	David Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes
Include files	
Number	Question 14
ID	LPIO9011
Full Name	Mrs Susan Johnson
Company / Organisation	
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 14
ID	LPIO9759
Full Name	Aly MacLean
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 & 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>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LP109807
Full Name	Mr Paul Wardle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, 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>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	

Number	Question 14
ID	LPIO9982
Full Name	mr Kevin 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>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10030
Full Name	Jill Mewha
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p>

	<p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10099
Full Name	Melanie Frankel
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10147
Full Name	Natalie Crane
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>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.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10204
Full Name	Mr Tim Beeby
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10251
Full Name	John and Jane Beeley

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>.....</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10301
Full Name	Kathleen Lally
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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p>

	<p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10349
Full Name	J&P Savage
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Secondly, 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 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>BRAG response to Question 1 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10415
Full Name	Mr Daniel Parry
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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</p>

	<p>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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10464
Full Name	David Burbidge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, <u>I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name</u></p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10514
Full Name	Mr Stephen Doughty
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>I would however like to make a few specific comments.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10562
Full Name	Mr Roger Petts
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	

Number	Question 14
ID	LPIO10609
Full Name	Simon Chilton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10659
Full Name	Sally and David Williams
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Please register as support for BRAG's submission.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14

ID	LPIO10707
Full Name	Mrs Jenny Jenkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>However, I would like to emphasise a few of the most important points within that response that I strongly agree with:</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10753
Full Name	Taylor Wimpy Strategic Land
Company / Organisation	Taylor Wimpy Strategic Land
Position	C/O Pegasus Group
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The list as presently drafted includes policies relating to the size and mix of housing for which there is not yet sufficient evidence to support. For example, in respect of the size of housing (which presumably proposed adherence to national technical standards), the Planning Practice Guidance[1] requires robust evidence to justify the imposition of standards.</p>
Include files	
Number	Question 14
ID	LPIO10775

Full Name	Mrs J Marshall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	yes but the character of the area must be respected and protected from any unreasonable development, particularly cramming
Include files	
Number	Question 14
ID	LPIO10800
Full Name	Grant Imlah
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Moreover i am aware that 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, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our name. However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10852
Full Name	Sheila Dawkins
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 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 & 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO10901
Full Name	Jean Thomas
Company / Organisation	
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 14
ID	LPIO10950
Full Name	Christopher Stafford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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

	<p>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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO11000
Full Name	Mrs Patti Whittle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p><i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO11047
Full Name	J M Thomas
Company / Organisation	
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 14
ID	LPIO11128
Full Name	Cally Emmas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO11175
Full Name	Mr Neil Aitchison
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Broadly but subject to detailed consideration.
Include files	
Number	Question 14
ID	LPIO11222
Full Name	Jon Rollit
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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

	<p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO11272
Full Name	Kate Locke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>In addition I would reiterate the extensive points made in the BRAG response to the 'Issues & 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO11360
Full Name	Ms Lorraine Gilmore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>BRAG has responded in full to the 'Issues & 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO11409
Full Name	Conian
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 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 & 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>....</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p><i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	

Number	Question 14
ID	LPIO11519
Full Name	Ms Eliza Hermann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	From the list of policy "titles" at Appendix A, it appears there is no policy about providing enduring protection of the Chilterns Area of Outstanding Natural Beauty. Also it is impossible to assess whether the policy coverage is adequate without knowing the content of the policies.
Include files	
Number	Question 14
ID	LPIO11598
Full Name	Janet and James Honour
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, 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>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14

ID	LPIO11753
Full Name	Edmund Hobley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 to emphasize just a few of the most important points within that response below.</p> <p>...</p> <p>Brag Response to question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO11903
Full Name	Janet Mason
Company / Organisation	Berkhamsted Town Council
Position	Town Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>We do not disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions are made about sites.</p> <p>The new report: Cumulative Impacts of Development on the Chilterns AONB, should be included.</p> <p>Supplementary Planning Guidance, particularly the Character Area Appraisals should continue to be used.</p>
Include files	
Number	Question 14

ID	LPIO11950
Full Name	Dee Sells
Company / Organisation	Markyate Parish Council
Position	Parish Clerk/ RFO
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<i>Appendix A lists what there are policies on but does not say what they are. The list looks comprehensive, but we would add that the Borough includes a policy to look at developments which have taken place and were designed under the Core Strategy policies and learn the lessons notably from the Hicks Road development in Markyate. The list on page 39, after this question, would appear to relate to it. We would suggest that although the Markyate Parish Plan did not fit in with the changing demands of local studies, at the time it was produced, it is still a relevant document and should be used when relevant.. Team Leader – Strategic Planning & Regeneration, Dacorum Borough Council wrote - Parish Plans will not be adopted as formal ‘Supplementary Planning Document’ or ‘SPD.’ They will however be a material planning consideration when considering planning applications and formulating planning policies.</i>
Include files	
Number	Question 14
ID	LPIO12050
Full Name	David Wilyman
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Standard BRAG response to Question 14. Please note full document is attached to Question 46</p> <p>Question 14 Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven’t got that. This

	should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12141
Full Name	Ray Dann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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:-</p> <p>Standard BRAG response to Question 14. Please note full document is attached to Q46.</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12206
Full Name	Douglas & Christina Billington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>...</p>

	<p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12285
Full Name	Richard Frankel
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Standard BRAG response to Question 14. Please note full document is attached to Question 46.</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12346
Full Name	Mr Brian Kazer
Company / Organisation	Tring in Transition
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>No</p> <p>“Climate change mitigation” should be extended to including “moving to a zero carbon future”, or, as a minimum, moving to a “low carbon future” as required by (NPPF “Achieving Sustainable Development”.)</p> <p>“Renewable Energy” policy with targets is needed to comply with NPPF, inter alia including solar PV, solar thermal, heat pumps. Consider inclusion of option of using s106 contributions for renewable energy schemes, which should either be on the same site or, as a minimum, in the same town..</p> <p>“Sustainability Offsetting” policy required, including definition of this previously undefined term. We would suggest calling it by the well-understood terms “carbon offsetting and biodiversity offsetting” rather than using a term that even experts we have consulted have never heard of.</p> <p>“Water , sustainable drainage, sewage” policy needed</p> <p>“New Housing” policy needs to include policy on good design and housing quality and standards, and definitions of “high density”, “medium density” and “low density”.</p> <p>“New housing” policy needs to encourage co-housing, and for self-build including use of “natural materials”.</p> <p>“Affordable Homes” needs to include policy on Starter Homes (currently excluded from Govt definition of Affordable Homes). It also needs to include process for monitoring build % agreement and actual build of affordable homes.</p> <p>“Accessible housing” policy required for wheelchair users (possibly within “new housing” policy)</p> <p>“Build to rent” policy needed especially on safeguarding (see for example http://www.bondlaventure.com/news-and-analysis/13-reasons-why-build-to-rent-is-a-risky-business) and policy to prevent Build to Rent being constructed on un-adopted areas (because of risk of investors buying out the scheme and escalating management charges; with safeguards also to prevent purchase and escalation inter alia of ground rent)</p> <p>Economy needs policies on “Low cost business space” and on “Affordable work spaces”</p>

	<p>“Utility and communication infrastructure” policy needs to include how the much lower water usage per capita (110 litres per capita per day highlighted elsewhere in our response) is to be achieved. Need to include sustainable drainage.</p> <p>“Carbon emission reductions” needs changing to “Minimising carbon emissions” and placing within the “Sustainable Development” section.</p> <p>“Waste” policy needs extending to include “... supporting the circular economy”</p> <p>“Community Care” policy. Unless included under this heading, policy needed on supported and specialised accommodation; and on specialist and older person housing.</p>
Include files	
Number	Question 14
ID	LPIO12429
Full Name	Judy Halden
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>Standard BRAG response to Question 14. Please note full document is attached to Question 46.</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven’t got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12477
Full Name	Meenakshi Jefferys
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12524
Full Name	Mrs Jane Barrett
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Standard BRAG response for Question 14. Please note full document is attached to Question 46.</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p>

	<ul style="list-style-type: none"> Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12573
Full Name	mr paul healy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12623
Full Name	Merrick Marshall
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 & 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12672
Full Name	Monika & Casper Gibilaro
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12720
Full Name	Lorna Ginn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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 & 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12769
Full Name	Mr Raymond Phipps
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 comment as follows to the Strategic Options Consultations. In general I follow the comments made by BRAG.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12816
Full Name	Ingrid Carola McKenna
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>In addition, I draw attention to some of the most important points within that response.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12864
Full Name	Mr Stephen Lally
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Rather than repeat the BRAG response, with which I completely agree, I will highlight some key points that are important to me.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14

ID	LPIO12916
Full Name	Jon Whittle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO12967
Full Name	Edward Keane
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p>

	<p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO13016
Full Name	Bettina Deuse
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 to emphasize just a few of the most important points within that response below.</p> <p>...</p> <p>BRAG response to question 14 below (full BRAG response see question 46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO13069
Full Name	Mr Paul Tinworth
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 express my full agreement with the response from the Berkhamsted Residents Action Group regarding Dacorum's Local Plan.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO13117
Full Name	Hilary Dann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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:-</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO13183
Full Name	Mr J G Botha
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes
Include files	
Number	Question 14
ID	LPIO13374
Full Name	Mrs Christine Mitchell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There can be no development on Green belt.
Include files	
Number	Question 14
ID	LPIO13375
Full Name	Mr Alan Mitchell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There can be no development on Green belt.
Include files	
Number	Question 14
ID	LPIO13451
Full Name	Mrs Catherine Imber
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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, we request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name.

	<p>However, we would like to take this opportunity emphasize just a few of the most important points within that response</p> <p>The list is fine, but when the policies are finalised, proposed developments should be measured against them before sign off.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LP1013499
Full Name	Deborah 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>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LP1013554
Full Name	Mr Alan O'Neill
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO13607
Full Name	Sue O'Neill
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites

Include files	
Number	Question 14
ID	LPIO13669
Full Name	Tim Uden
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO13734
Full Name	Edward Hatley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO13783
Full Name	Mr Roger Didham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO13839
Full Name	Alex Dann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options'

	<p>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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO14009
Full Name	Danny Jennings
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 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.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO14058
Full Name	Mr John Goffey
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO14106
Full Name	Sue Elleray
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>..</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites.

Include files	
Number	Question 14
ID	LPIO14157
Full Name	Mr Richard White
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 disagree with the Dacorum Local Plan proposals for the reasons stated in the BRAG response</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO14299
Full Name	Ms Vicky Tattle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites

Include files	
Number	Question 14
ID	LPIO14387
Full Name	Ray Tattle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO14435
Full Name	Giselle Okin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p>

	<p>Question 14 Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</p> <ul style="list-style-type: none"> Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO14484
Full Name	Mr David Griffin
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>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.</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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</p> <ul style="list-style-type: none"> Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO14761
Full Name	Ms Paula Farnham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The Berkhamsted Residents Action Group (BRAG) has (or will be) responded (ing) in full to the

	<p>'Issues & 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.</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>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO14832
Full Name	Bev Mckenna
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, please take 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>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO14879

Full Name	Mr Michael Curry
Company / Organisation	Tring Town Council
Position	Town Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>1 Clarify the coverage of 'Affordable Housing' by adding "and Starter Homes" currently excluded from the accepted definition of affordable housing.</p> <p>1 Add to the 'Housing and Community Facilities' list a policy covering the quality of house design to promote design that is environmentally friendly e.g. energy efficient, provision of car chargers (or at least the necessary capacity electric outlets for fast chargers) and mitigate ecological damage e.g. swift boxes. Reliance on Government standards will mean only minimum standards are met. This may supplement 'Sustainable Design and Construction'.</p> <p>1 Move 'Carbon Emission Reductions' to the 'Sustainable Development' list to place it centrally in the determination of sustainable development rather than amongst 'countryside' policies</p>
Include files	
Number	Question 14
ID	LPIO14934
Full Name	Malcolm and Jill Allen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, 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>BRAG response to Question 14 (please note full document is attached to Q46)</p>

	<p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO14984
Full Name	Mr Clive Freestone
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO15034
Full Name	Mr & Mrs D A Simmons
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options' consultation.</p> <p>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, <i>in particular our response to Q25.</i></p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO15078
Full Name	Tom Simmons
Company / Organisation	St William Homes LLP
Position	Development Manager
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Any policies or Supplementary Planning Documents, as listed at Appendix A (question 14), should similarly avoid being overly prescriptive to ensure that they do not constrain the effective use of brownfield sites .
Include files	
Number	Question 14
ID	LPIO15088
Full Name	Tom Simmons
Company / Organisation	St William Homes LLP
Position	Development Manager
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	However, as previously set out, it is considered that further measures to optimise brownfield sites, including through increased densities and a relaxation of car parking requirements in sustainable locations, should be introduced. This would ensure greater consistency with the National Planning Policy Framework with

	regards to the effective reuse of previously developed land.
Include files	
Number	Question 14
ID	LPIO15261
Full Name	Caroline Manson
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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14: Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</p> <p>Yes</p> <ul style="list-style-type: none"> • It is hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO15313
Full Name	Mr Alan Conway
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has already responded to the Issues & Options Consultation. I have studied their comments and confirm that I support the arguments put forward in their submission.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO15362
Full Name	Sue Wolstenholme
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 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>Standard BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO15424
Full Name	Nick Hanling
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO15472
Full Name	Sarah and Nigel Tester
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This

	should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO15528
Full Name	Miss Tanya Assarat
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO15577
Full Name	Melanie Llewellyn
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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p>

	<p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO15644
Full Name	Mr James Honour
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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO15703
Full Name	Mark Pawlett
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO15751
Full Name	Maria & Colin Sturges
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 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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO15798
Full Name	David Kerrigan
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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO15865
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	Yes
Your response - Please add your response here	<ul style="list-style-type: none"> • DBLP notes a generic list of policy topic areas at Appendix A and in terms of the general scope of the list, agrees with its contents. However, given the requirements place on the plan for additional housing and allocations in the green belt, there is a need, in DBLP's view, for additional policy guidance setting out a clear policy for new development at Markyate. This should be in the form of a specific housing policy for the settlement, which sees land allocated for housing development.
Include files	
Number	Question 14
ID	LPIO15936
Full Name	Katherine Jones
Company / Organisation	Thames Water Utilities Ltd
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here

Thames Water welcome the references within the Issues and Options consultation document to the requirement for the provision of necessary infrastructure, including sewerage infrastructure, alongside development. The provision of sewerage infrastructure alongside development is essential to avoid adverse impacts such as sewer flooding and pollution of land and watercourse. Dialogue has already taken place between Thames Water and the Council and Thames Water keen to maintain dialogue with the Council and neighbouring authorities to discuss the impact of proposed development.

In order to minimise the impact of new development on existing infrastructure Thames Water would support planning policies that seek to maximise the use of sustainable drainage measures and which seek to maximise the water efficiency of new development.

Thames Water has limited powers under the Water Industry Act 1991 to prevent connection to its network ahead of infrastructure upgrades. Thames Water therefore relies heavily on the planning system to ensure infrastructure upgrades are provided ahead of development either through Local Plan Policies or the use of appropriately worded 'Grampian style' planning conditions.

To assist with ensuring the delivery of any necessary infrastructure upgrades takes place alongside development, it is considered that a policy will be required in the new Local Plan in relation to the delivery of sewerage. A suggested policy and supporting text are provided below.

Proposed new policy supporting text:

The Local Planning Authority will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it would not lead to adverse amenity impacts for existing or future users in the form of internal and external sewer flooding, pollution of land and water courses and / or issues with water supply in the form of no or low water pressure.

In some circumstances this may make it necessary for developers to carry out appropriate appraisals and reports to ascertain whether the proposed development will lead to overloading of existing water and/or waste water infrastructure. Where there is a capacity constraint the Local Planning Authority should require the developer to provide detailed water and/or drainage strategy informing what infrastructure is required, where, when and how it will be delivered.

Proposed new policy:

Planning permission will only be granted for developments which increase the demand for off- site water and wastewater infrastructure where:

- *Sufficient capacity already exists; or*
- *Extra capacity can be provided in time to serve the development that will ensure that the environment and the amenities of other users are not adversely*

	<p><i>In accordance with the Planning Policy Guidance, when there is a capacity constraint and improvements in off-site infrastructure are not programmed, planning permission will only be granted where the appropriate infrastructure improvements will be completed prior to occupation of the development.</i></p> <p>Where there are infrastructure constraints, it is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades take around 18 months and Sewage Treatment Works upgrades can take 3-5 years. Implementing new technologies and the construction of a major treatment works extension or new treatment works could take up to 10 years.</p> <p>To avoid potential delays developers are advised to contact Thames Water as early as possible to discuss drainage requirements associated with any development and to establish the following:</p> <ul style="list-style-type: none"> • The developments demand for wastewater infrastructure both on and off site and can it be met; and • The surface water drainage requirements and flood risk of the development both on and off site and can it be met
Include files	
Number	Question 14
ID	LPIO15978
Full Name	Mr Robert Sellwood
Company / Organisation	The Crown Estate
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The list of proposed policies in Appendix A appears comprehensive. Whilst the master planning process is essential to high quality development, recent Local Plan Inspectors have been carefully scrutinising Local Plans to ensure that master plans “add value” to development and do not become a series of bureaucratic hurdles which delay development. The new policies need to be framed with this in mind.
Include files	
Number	Question 14
ID	LPIO16056
Full Name	Dave Thomas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO16110
Full Name	Helen and Aaron Talbot
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 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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO16169
Full Name	Stuart 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>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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO16226
Full Name	Stuart Mears
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 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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO16287
Full Name	Kitty Thomas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>please find the attached report written on mine and other residents request.</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO16349
Full Name	Aaron 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 support GFRA responses see below.</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO16396
Full Name	Ruth and Stephen Wright
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, we request you</p>

	<p>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>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO16462
Full Name	Andrew Yeomans
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 endorse the attached reports from the Chiltern Countryside Group and the Grove Fields Residents Association, regarding the local plan consultation.</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO16538
Full Name	Ian Emmas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Question 14 Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</p> <p>Yes</p> <p>. Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites</p>
Include files	
Number	Question 14
ID	LPIO16680
Full Name	Katie Parsons
Company / Organisation	Historic England
Position	Historic Environment Planning Advisor
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Yes. In principal, the titles of the development management policies listed in Appendix A which specifically relating to heritage and the historic environment should cover all aspects with the exception of scheduled monuments. I would advise that scheduled monuments are explicitly mentioned in the policy title along with archaeological remains. At this stage no policy wording has been decided upon but in very general terms we are pleased to see a set of dedicated historic environment policies.</p>
Include files	
Number	Question 14
ID	LPIO16821
Full Name	Jon G. Wright Dawn Sanders
Company / Organisation	
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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is</p>

	considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.
Include files	
Number	Question 14
ID	LPIO16889
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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO16977
Full Name	Chris Pike
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>

Include files	
Number	Question 14
ID	LPIO17034
Full Name	Jade Holmes
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 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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO17091
Full Name	Grahame Senior
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 support and endorse the views expressed in the attached document as a member of GFRA</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14

ID	LPIO17132
Full Name	D. Phillips
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 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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO17223
Full Name	Debbie Crooks Pam Moss
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p>

	<p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO17281
Full Name	Margaret and Andrew Pike
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 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.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO17338
Full Name	Mr David Parker
Company / Organisation	
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 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>...</p>

	<p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO17390
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 14 below (copy of full response attached to question 46)</p> <p>Question 14</p> <p><i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites. However, we have seen in so many recent cases that local policies are not adhered to. I would mention here again the excellent character appraisals prepared by DBC which are not being adhered to
Include files	
Number	Question 14
ID	LPIO17445
Full Name	Sara Bell
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 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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO17504
Full Name	Emma Talbot
Company / Organisation	The Little Cloth Rabbit
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Please find attached a report (GFRA) about the proposed development of Tring.</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p> <p>...</p>
Include files	
Number	Question 14
ID	LPIO17552
Full Name	MR DAVID BROWN
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Finally, I fully support the responses to the Local Plan as submitted by the Berkhamsted Citizens Association

	<p>and the Dacorum Health Action Group both of which I have fully read.</p> <p>Berkhamsted Citizens Association response to question 14 below (copy of full response attached to question 46)</p> <p>Question 14</p> <p><i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites. However, we have seen in so many recent cases that local policies are not adhered to. I would mention here again the excellent character appraisals prepared by DBC which are not being adhered to
Include files	
Number	Question 14
ID	LPIO17611
Full Name	Paul Hembury
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 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 & Development details my concerns comprehensively.</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO17685
Full Name	Michael and Jill Sanders
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO17734
Full Name	Diana Woodward
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 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 14 below - full document attached to Question 46</p> <p>Question 14</p> <p><i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites. However, we have seen in so many recent cases that local policies are not adhered to. I would mention here again the excellent character appraisals prepared by DBC which are not being adhered to.
Include files	
Number	Question 14
ID	LPIO17790
Full Name	John and Helen Osborne

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 are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO17848
Full Name	David and Jane Elsmore
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 are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO17906
Full Name	Dave Davies
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Please find attached a reports commissioned by a residents association (GFRA) challenging the current plans for additional building in the Tring area.</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO18015
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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO18086
Full Name	Mr Graham Bright

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>Dacorum should remove height restrictions in town centres so more homes, within taller buildings, can be provided where the infrastructure exists and where young people want to live</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO18143
Full Name	Peter and Cathy Davidson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Further opinions and ideas are given in Grove Fields Consultants report attached</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO18200
Full Name	Nicky and Dave Hulse

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO18253
Full Name	Gail Skelton
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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14

ID	LPIO18313
Full Name	Terry and Jennifer Elliott
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 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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO18369
Full Name	Plato Property Investments LLP
Company / Organisation	Plato Property Investments LLP
Position	C/O Aitchison Rafferty
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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 Appendix 1 (see Q 46 for attachment) 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>Question 14 Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</p>

	<p>There is currently no policy in the Core Strategy which deal with the provision of <u>new</u> mooring basins for residential and tourist use. The existing policy in the Core Strategy (Policy CS21) only seeks to protect existing facilities from alternative development, and does not provide any guidance in respect of new provision. A new policy is needed, and this should set out how applications for residential and tourist mooring basins will be considered.</p> <p>There is a need for new canal moorings for both residential and tourist uses, and the proposed site to the land to south east of Mini Dealership, London Road, Cow Roast offers an opportunity to provide such a facility, as part of a mixed use development.</p>
Include files	
Number	Question 14
ID	LPIO18481
Full Name	Melanine Llewellyn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO18527
Full Name	Mrs Juliet Chodzko
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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p>

	<p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO18574
Full Name	Captain Andrew Cassels
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 entirely agree with all responses given by BRAG (Berkhamsted Residents Action Group)</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO18620
Full Name	Lindy Weinreb
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>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any

	other decisions made about sites. However, we have seen in so many recent cases that local policies are not adhered to. I would mention here again the excellent character appraisals prepared by DBC which are not being adhered to
Include files	
Number	Question 14
ID	LPIO18667
Full Name	Hilary Abbott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO18713
Full Name	Paul and Gillian Jenkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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</p>

	<p>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>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO18759
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><i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites. However, we have seen in so many recent cases that local policies are not adhered to. I would mention here again the excellent character appraisals prepared by DBC which are not being adhered to
Include files	
Number	Question 14
ID	LPIO18807
Full Name	Lyndsay Slater
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

<p>Your response - Please add your response here</p>	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
<p>Include files</p>	
<p>Number</p>	<p>Question 14</p>
<p>ID</p>	<p>LPIO18855</p>
<p>Full Name</p>	<p>Andrew and Margit Dobbie</p>
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>Yes</p>
<p>Your response - Please add your response here</p>	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites

Include files	
Number	Question 14
ID	LPIO18901
Full Name	Katherine Cassels
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 entirely agree with all responses given by BRAG (Berkhamsted Residents Action Group).</p> <p>...</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO18979
Full Name	Mrs Emma Robertson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are</p>

	applied correctly then the list of proposed plans are suitable for the new Local Plan.
Include files	
Number	Question 14
ID	LPIO19042
Full Name	Barbara Gainsley
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 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"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites. However, we have seen in so many recent cases that local policies are not adhered to. I would mention here again the excellent character appraisals prepared by DBC which are not being adhered to.
Include files	
Number	Question 14
ID	LPIO19099
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>GFRA Response to Question 14, full document attached to question 46</p>

	The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.
Include files	
Number	Question 14
ID	LPIO19157
Full Name	Ms Sarah Hain
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 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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO19215
Full Name	Grove Fields Residents Association
Company / Organisation	Grove Fields Residents Association
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	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

	<p>the 11th December 2017, this submission represents the position of all 325 members.</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO19272
Full Name	Marcus, Jane, Abigail and Jennifer Fox
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO19326
Full Name	Stuart, Miranda & Melissa Kay
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO19374
Full Name	Wai Tang and Greg Barfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Please note we are aware that 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, 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This

	should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO19422
Full Name	Philippa Jones
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 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>Question 14</p> <p><i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites. However, we have seen in so many recent cases that local policies are not adhered to. I would mention here again the excellent character appraisals prepared by DBC which are not being adhered to.
Include files	
Number	Question 14
ID	LPIO19477
Full Name	John Wignall
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 would like to endorse the findings of the attached report prepared for the Grove Fields Residents Association.</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is</p>

	considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.
Include files	
Number	Question 14
ID	LPIO19534
Full Name	Kevin Cullen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Please refer to the attached report.(BRAG)</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO19592
Full Name	Mark Lawson and Sharon Wilkie
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 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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of</p>

	requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.
Include files	
Number	Question 14
ID	LPIO19648
Full Name	Vivienne Inmonger
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 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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO19707
Full Name	John Inmonger
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 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>GFRA Response to Question 14, full document attached to question 46</p>

	The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.
Include files	
Number	Question 14
ID	LPIO19761
Full Name	Ben Barth
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>Question 14</p> <p><i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites. However, we have seen in so many recent cases that local policies are not adhered to. I would mention here again the excellent character appraisals prepared by DBC which are not being adhered to.
Include files	
Number	Question 14
ID	LPIO19830
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>GFRA Response to Question 14, full document attached to question 46</p>

	The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.
Include files	
Number	Question 14
ID	LPIO19914
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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO19971
Full Name	mrs sue van rhee
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>GFRA Response to Question 14, full document attached to question 46</p>

	The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.
Include files	
Number	Question 14
ID	LPIO20028
Full Name	Kate and Ben Marston
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO20085
Full Name	Maurice and Christine O'Keefe
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 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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO20142
Full Name	Sherry and Haydn Bond
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO20200
Full Name	Dianne Pilkington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO20248
Full Name	Mr Peter 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>I have seen the submission to DBC by the Berkhamsted Residents Action Group (BRAG), the contents of which I support.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO20303

Full Name	David Clarke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>Please accept this email and the attached report as my feedback on the proposed development of Tring.</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO20361
Full Name	Deborah Turnbull
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 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>GFRA Response to Question 14, full document attached to question 46</p>

	The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.
Include files	
Number	Question 14
ID	LPIO20409
Full Name	Jane Collis
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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO20445
Full Name	Mr David Parker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Any development must be of high quality homes the vast majority of which has to be affordable. Development must be mixed with appropriate commercial premises
Include files	
Number	Question 14
ID	LPIO20470

Full Name	Mr David Parker
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 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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO20518
Full Name	DR Brigitta Case
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 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 Berkhamsted Citizens' Association and the Berkhamsted Residents Action Group. It seems to me that there is much repetition of the points made and</p>

	<p>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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites <p>Berkhamsted Citizens response</p> <p>Question 14</p> <p><i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites. However, we have seen in so many recent cases that local policies are not adhered to. I would mention here again the excellent character appraisals prepared by DBC which are not being adhered to
Include files	
Number	Question 14
ID	LPIO20565
Full Name	Christine Manning
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 would like to support the views put forward by the Berkhamsted Citizens Association in their response to the Core Strategy</p> <p>Question 14</p> <p><i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites. However, we have seen in so many recent cases that local policies are not adhered to. I would mention here

	again the excellent character appraisals prepared by DBC which are not being adhered to
Include files	
Number	Question 14
ID	LPIO20637
Full Name	Jane Hawkins
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 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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO20693
Full Name	Keiron Wybrow
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is</p>

	considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.
Include files	
Number	Question 14
ID	LPIO20741
Full Name	Christopher Townsend
Company / Organisation	
Position	Councillor, Tring Town Council
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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> <ol style="list-style-type: none"> 1 Clarify the coverage of 'Affordable Housing' by adding "and Starter Homes" currently excluded from the accepted definition of affordable housing. 1 Add to the 'Housing and Community Facilities' list a policy covering the quality of house design to promote design that is environmentally friendly e.g. energy efficient, provision of car chargers (or at least the necessary capacity electric outlets for fast chargers) and mitigate ecological damage e.g. swift boxes. Reliance on Government standards will mean only minimum standards are met. This may supplement 'Sustainable Design and Construction'. 1 Move 'Carbon Emission Reductions' to the 'Sustainable Development' list to place it centrally in the determination of sustainable development rather than amongst 'countryside' policies
Include files	
Number	Question 14
ID	LPIO20789
Full Name	Usha Kilich
Company / Organisation	Northchurch Parish Council
Position	Parish Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes, but should be brought up to date.
Include files	

Number	Question 14
ID	LPIO20835
Full Name	Mr Iain Manson
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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO20911
Full Name	Mr Jake Storey
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 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This

	should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO20966
Full Name	Mr & Mrs J.D Battye
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>Q14.BRAG</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites <p>Berkhamsted Town Council response -</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix A?</i></p> <p>We do not disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions are made about sites.</p> <p>The new report: Cumulative Impacts of Development on the Chilterns AONB, should be included.</p> <p>Supplementary Planning Guidance, particularly the Character Area Appraisals should continue to be used.</p>
Include files	

Number	Question 14
ID	LPIO21051
Full Name	julie owen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The attached report says what we friends of Grove Fields cannot say in the correct language.</p> <p>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO21116
Full Name	Sheron Wilkie
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO21192

Full Name	Sarah Lightfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <p>Hard to disagree with a list of titles – it is the content that matters - and we haven't got that. This should be in place and consulted upon before any other decisions made about sites.</p>
Include files	
Number	Question 14
ID	LPIO21244
Full Name	Sarah Lightfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>Since Dacorum contains a significant expanse of the Chilterns Area of Outstanding Natural Beauty (AONB), nationally designated as one of the country's finest landscapes, and some of the area that is not designated AONB forms part of the setting of the Chilterns AONB, the Chilterns Conservation Board would welcome strong emphasis on the Chilterns Area of Outstanding Natural Beauty in the policy structure.</p> <p>The identification of a standalone policy for the AONB is welcomed. This should be based on the model policy for the Chilterns AONB developed by policy planners from across the AONB (through Chilterns AONB Planning Forum in 2016) would ensure a best practice policy and cross-boundary cooperation. The model policy is available here http://www.chilterns.org/development/planning</p>
Include files	Chilterns Conservation Board's Model Policy for the Chilterns AONB
Number	Question 14

ID	LPIO21245
Full Name	Sarah Lightfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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 considers that the proposed policy on the "Water environment: lakes, reservoirs, ponds and canals" should also refer to rivers and to environmentally sustainable levels of water abstraction.</p> <p>The reason is that the River Bulbourne, River Gade & River Ver are chalk streams, a globally rare habitat and a characteristic feature of the Chilterns landscape. 85% of the world's chalk streams are found in England. Chalk streams are home to some of our most threatened plants and animals. Like all the other chalk streams in the Chilterns, the Rivers Gade, Bulbourne and Ver are currently failing EU Water Framework Directive objectives, with low flows being cited as a major causal factor for these failures. Studies by the Environment Agency and water companies have shown that abstraction for public water supply is a major factor in the chronic low flows that these rivers are experiencing. Despite past abstraction reduction in the Bulbourne and Ver valleys and a planned reduction in the Gade valley aimed at reducing the pressure on the rivers, they remain vulnerable to low flows. The impact on Chilterns chalk streams of development proposals must be urgently and thoroughly assessed (cumulatively, not just Dacorum alone) and may form a cap on the capacity to accommodate development. A lack of alternative sources of water at strategic scale will prevent the impact of increased demand at a local level from being offset. For further information please see the Chilterns Chalk Streams Project http://www.chilternsaonb.org/about-chilterns/chalk-streams.html and contact the Chalk Streams Officer Allen Beechey (abeechey@chilternsaonb.org).</p>
Include files	
Number	Question 14
ID	LPIO21315
Full Name	Antony Harbidge
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LP1021361
Full Name	Helen Kington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites

Include files	
Number	Question 14
ID	LPIO21446
Full Name	Majesticare Limited
Company / Organisation	Majesticare Ltd
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>29. We agree with the list of suggested policies for the new Local Plan and consider that the list covers the key strategic issues across the borough</p> <p>30. We particularly welcome the suggested policies:</p> <ul style="list-style-type: none"> • Distribution of Development; • Identified Proposals and Sites; • The Towns and Large Villages; • Major Development Sites in the Green Belt; • Mix of Housing; • Community Care; and • Place Strategy - Berkhamsted <p>31. A high quality care home development at the site on Spring Garden Lane would respond to and support the aspirations of the above listed policies, and the new Local Plan as a whole</p>
Include files	
Number	Question 14
ID	LPIO21462
Full Name	Audley Court Ltd
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>30. We agree with the list of suggested policies for the new Local Plan and consider all of the listed policies will have a key role in achieving the aspirations and visions for the borough as a whole in the plan period up to 2036</p> <p>31. We strongly support the inclusion of the following suggested policies:</p> <ul style="list-style-type: none"> • Distribution of Development; • Identified Proposals and Sites; • The Towns and Large Villages; • Major Development Sites in the Green Belt; • Mix of Housing; • Community Care; and • Place Strategy - Berkhamsted

	32. A high quality Care Community on the site at Bank Mill Lane would positively respond to all of the suggested listed policies, and in particular would support the aspirations of the above listed policies by providing specialist residential accommodation that meets an identified need across the borough, and also providing employment opportunities and a having a positive impact on the local economy and community
Include files	
Number	Question 14
ID	LPIO21492
Full Name	Hightown Housing Association
Company / Organisation	Hightown Housing Association
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Question 14 Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)? No</p> <p>Our only comment on the list of policies is that it is not clear whether there is an intention to include a specific policy to support the provision of housing for older persons. We would encourage the Council to include a policy that deals with this identified need.</p>
Include files	
Number	Question 14
ID	LPIO21541
Full Name	Mrs Valerie Silverton
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 have read the proposals and strongly agree BRAG's responses.</p> <p>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites

Include files	
Number	Question 14
ID	LPIO21598
Full Name	Mr Charlie and Claire Laing
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>GFRA Response to Question 14, full document attached to question 46</p> <p>The plan predominantly brings forward those development management policies which formed the 2004 Local Plan having put them through the filter of requirement of Planning Practice Guidance. It is considered that in principle on the basis that they are applied correctly then the list of proposed plans are suitable for the new Local Plan.</p>
Include files	
Number	Question 14
ID	LPIO21881
Full Name	Louis Quail
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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</p>

	<p>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"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO21920
Full Name	Roger Saller
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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. 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>BRAG response to Question 14 (please note full document is attached to Q46)</p> <p>Question 14 <i>Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix a)?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO21949
Full Name	Thomas and Margaret Ritchie
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 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 we do not disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions are made about sites.</p> <p>The new report: Cumulative Impacts of Development on the Chilterns AONB, should be included.</p> <p>Supplementary Planning Guidance, particularly the Character Area Appraisals should continue to be used.</p>
Include files	
Number	Question 14
ID	LPIO22029
Full Name	Gallagher Estates
Company / Organisation	Gallagher Estates
Position	
Agent Name	Mrs Hanna Staton
Company / Organisation	Pegasus Group
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Whilst the headings set out in Appendix a) are agreed, Gallagher Estates reserve the right to comment further on the detailed policies once drafts are available.
Include files	
Number	Question 14
ID	LPIO22130
Full Name	Mrs Hayley Gillard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO22174
Full Name	Mr Peter Gillard
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO22218
Full Name	Miss Sophie Gillard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 14
ID	LPIO22495
Full Name	Mr & Mrs Lisa-Lotte & Henrik Hansen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Please find below our response to the new Local Plan consultation. I fully support Brag's response on this matter (see below) Hard to disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions made about sites
Include files	
Number	Question 14
ID	LPIO22545
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>I support all answers and comments to the Issues & Options Consultation document noted on the Berkhamsted Town Council website</p> <p>Yes, but</p> <p>We do not disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions are made about sites.</p> <p>The new report: Cumulative Impacts of Development on the Chilterns AONB, should be included.</p> <p>Supplementary Planning Guidance, particularly the Character Area Appraisals should continue to be used.</p>
Include files	
Number	Question 14
ID	LPIO22615
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) (see comments LPIO18384, 18385) and the draft response prepared by Berkhamsted Town Council.</p> <p>Berkhamsted Town Council Response:</p> <p>Yes, but</p> <p>We do not disagree with a list of titles – it is the content that matters and we haven't got that. This should be in place and consulted upon before any other decisions are made about sites.</p> <p>The new report: Cumulative Impacts of Development on the Chilterns AONB, should be included.</p> <p>Supplementary Planning Guidance, particularly the Character Area Appraisals should continue to be used.</p>
Include files	

Number	Question 14
ID	LPIO22666
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><u>Mineral Safeguarding</u></p> <p>The inclusion of a draft policy heading for “Protection of Mineral Resource and Uses for Historic Workings” in Appendix 1: Draft List of Policies for Local Plan is welcomed. Whilst DBC is not the mineral planning authority, the NPPF and NPPG are clear that district and borough councils have an important role in safeguarding minerals. The NPPG states that ‘<i>The Local Planning Authority should ‘have regard to the local minerals plan when identifying suitable areas for non-mineral development in their local plans’ and ‘in those areas where a mineral planning authority has defined a Minerals Consultation Area, consulting the mineral planning authority and taking account of the local minerals plan before determining a planning application on any proposal for non-minerals development within it’.</i></p>
Include files	
Number	Question 14
ID	LPIO22692
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>Question 14 – Do you agree with the list of suggested policies for the new Local Plan, set out in Appendix A?</p> <p>DBC should continue to engage with HCC Highways to ensure that Development Management policies in the Local Plan are consistent and contribute towards the Hertfordshire Local Transport Plan and South West Herts Growth & Transport Plan objectives.</p> <p>The Natural, Historic & Built Environment Advisory Team recommends that the Local Plan includes policies for conservation of the historic environment. So whilst we support the aspiration to include policies relating to archaeological remains, historic parks and gardens</p>

	and listed buildings we feel that these should also include policies to conserve and enhance historic landscapes, undesignated historic buildings that have been identified as heritage assets and provision for the identification, conservation and enhancement of as yet unidentified heritage assets as per policy CS27 in the core strategy.
Include files	

Report Settings Summary

Event	Local Plan Issues & Options November 2017
Total Responses	22,707
Total Respondents	2,376
Filtered Responses	319
Filtered Respondents	313
Questions	<p>Question 15</p> <p>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</p> <p>Yes / No</p> <p><i>If no, please explain what changes you would like to see and why. Where possible support your answer with reference to any evidence.</i></p>
Filter	<i>(none)</i>
Consultation Point(s)	ID-4764252-QUESTION-15
Pivot	<i>(none)</i>
Document Name	Question 15 - Summary Report
Created on	2019-04-17 13:18:53
Created by	Strategic Planning Admin

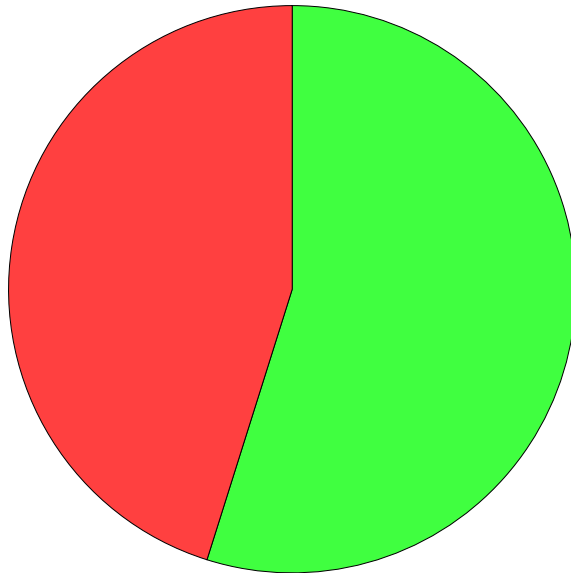
Your Opinion

Question responses: 319 (100.00%)

Question 15

Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?

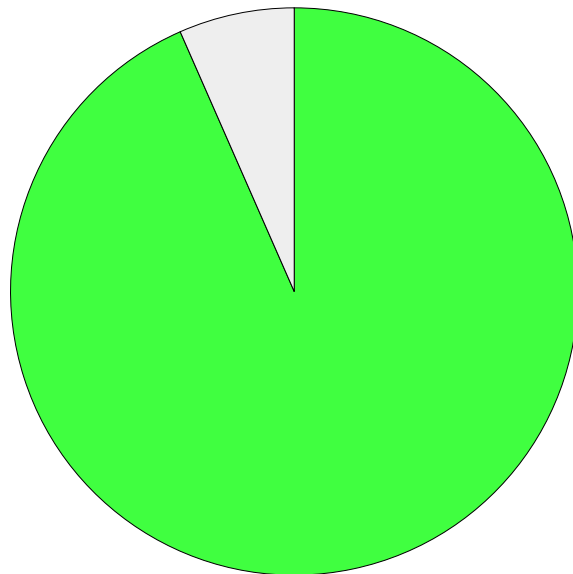
Yes / No



	% Total	% Answer	Count
Yes	54.86%	54.86%	175
No	45.14%	45.14%	144
Total	100.00%	100.00%	319

Responses

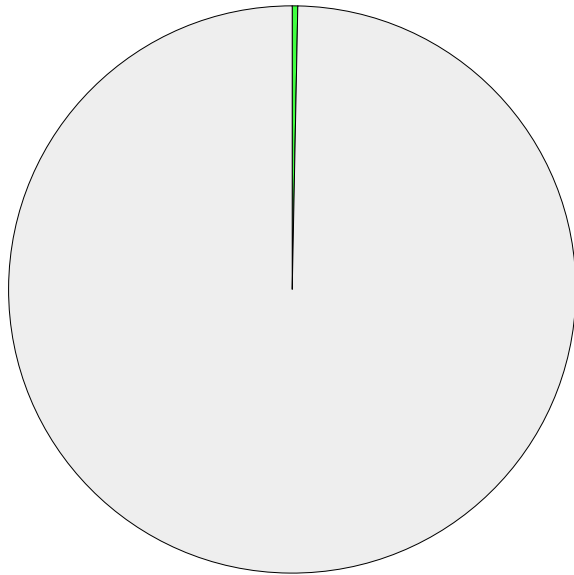
Question responses: **298 (93.42%)**



	% Total	% Answer	Count
Responses	93.42%	100.00%	298
No Response	6.58%	--	21
Total	100.00%	100.00%	319

Supporting evidence

Question responses: 1 (0.31%)



	% Total	% Answer	Count
■ Responses with File(s) Uploaded	0.31%	100.00%	1
■ Responses with No Uploads	99.69%	--	318
Total	100.00%	100.00%	319

Issues and Options All Responses to Question 15

Number	Question 15
ID	LPIO84
Full Name	Mr John Lilley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	No, because it allows St Albans and Three Rivers to continue to tack-on housing the Hemel Hempstead, which is not in their borough.
Include files	
Number	Question 15
ID	LPIO142
Full Name	Mrs Lynne Head
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Further expansion of housing in Dacorum and St Albans will put even more pressure on the local services. The area would need improvements to the road network, public transport, health care (i.e. a new hospital in a more accessible location than Watford) and education. Apart from a nod in the direction of a new primary school, there doesn't appear to be much consideration of the other issues.
Include files	
Number	Question 15
ID	LPIO169
Full Name	Mr John Shaw
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The developments in St Albans and Three rivers which will rely on Dacorum for their services should be attributed to Dacorum which will reduce the overall number of units to be provided by Dacorum. It is

	unacceptable that these to authorities can dump there problems on Dacorum.
Include files	
Number	Question 15
ID	LPIO216
Full Name	Mr Martin Cotton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The problem is that the various councils within the area will produce plans which may be in their local interests, but not coherent enough to tackle the area as a whole. St Albans' seeming unwillingness to come on board is a concrete example.
Include files	
Number	Question 15
ID	LPIO264
Full Name	Mrs David Warriner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Why are neighbouring boroughs allowed to put housing on our green belt, use our water and clog up our traffic, and claim they are building houses for their own constituency, so they get the council tax revenue?
Include files	
Number	Question 15
ID	LPIO311
Full Name	Mr Robert Spence
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 wrong that St Albans should be allowed to build houses on East Hemel, which will require all its

	infrastructure to be provided by Dacorum. This area should be allocated to Dacorum.
Include files	
Number	Question 15
ID	LPIO330
Full Name	Mr David Stanier
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	From the map it is quite reasonable for Dacorum and St Albans to work together ... and it is strange that St Albans does not wish to co-operate. However this should not influence the assessment of the housing need in Dacorum.
Include files	
Number	Question 15
ID	LPIO419
Full Name	Mrs Carole Freed
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	It seems unfair that neighbouring areas are able to use our green belt land for their own use.
Include files	
Number	Question 15
ID	LPIO453
Full Name	Ms Julia Marshall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The proposed development on Crown land east of Hemel Hempstead should not be included solely in St Albans numbers, as the burden for infrastructure will be borne by Dacorum. The M1 would certainly form a better border.

Include files	
Number	Question 15
ID	LPIO545
Full Name	Mrs Sarah West
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 15
ID	LPIO627
Full Name	Mrs Carole Stokes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I believe the proposed development at Shendish is included in Hemel Hempstead plans, Shendish is within Kings Langley's boundary
Include files	
Number	Question 15
ID	LPIO667
Full Name	Mr David Smith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I strongly believe it is wrong that St Albans should be allowed to build houses on Gorhambury (East Hemel), which will require all its infrastructure to be provided by Dacorum.
Include files	
Number	Question 15
ID	LPIO850
Full Name	Mr Valerie Lee
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	There may be a demand for more housing but not on GREEN BELT LAND.
Include files	
Number	Question 15
ID	LPIO863
Full Name	Mr Stephen Bevan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 15
ID	LPIO925
Full Name	Ms Stephanie Knowles
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Shendish is part of Kings Langley - indeed it is part of the Ruckler's Lane community and therefore an important part of the village. It should not be included as Hemel.
Include files	
Number	Question 15
ID	LPIO969
Full Name	Mr Robin Knowles
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	If the government are going to change the calculation this is based on, if I said yes to this would it be regarded as a yes for the new method? Despite this St Albans building near our boundary is clearly unfair on Dacorum and Shendish needs to be recognised as part of Kings Langley.
Include files	
Number	Question 15
ID	LPIO1086
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	
Include files	
Number	Question 15
ID	LPIO1146
Full Name	Mrs Morris
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 unclear to me why St Albans and Three Rivers will use Dacorum as it's spare space.
Include files	
Number	Question 15
ID	LPIO1207
Full Name	Mr Bernard Richardson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The proposed development on Crown land east of Hemel Hempstead should not be included only in St Albans numbers. The burden for infrastructure will be borne by Dacorum.
Include files	

Number	Question 15
ID	LPIO1266
Full Name	Sarah Harper
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I think all Green Belt land should be excluded.
Include files	
Number	Question 15
ID	LPIO1379
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	<p>1. Shendish lies within Kings Langley's parish boundary, and should be included in the documentation for Kings Langley, rather than Hemel Hempstead.</p> <p>2. Every effort should be made to resolve the dispute with St Albans City & District Council over land between M1, Maylands and Leavesden so that planning can proceed.</p>
Include files	High Court Judgement 17/07/2017 & Herts Advertiser article
Number	Question 15
ID	LPIO1447
Full Name	Mr Brian Rook
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Clearly the SHMA areas close to the boundaries will be heavily impacted by the Local Plans and developments within neighbouring authorities. This should be formally recognised within the Local Plan by amending the expected housing demand calculations to take account of adjacent developments.

Include files	
Number	Question 15
ID	LPIO1450
Full Name	Miss Penelope Allsop
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Why not build on the Hs2 route no one wants instead of ruining our villages
Include files	
Number	Question 15
ID	LPIO1473
Full Name	Ms G Puddiphatt
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The Housing Market Area should exclude all Green Belt Land and in Areas of Outstanding Natural Beauty. Harder work needs to be done by Council to find other options for areas to build on, in line with the skewed calculation and enormous and unreasonable figure for the number of houses 'needed' in the borough, which has been presented by the government.
Include files	
Number	Question 15
ID	LPIO1478
Full Name	Mr Dylan Foster-Edwards
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 defined as Green Belt for a reason so why does the government change the rules to suit its needs. The implementation of new housing never has sufficient parking and recreation areas so all new housing areas and highly congested and causes parking issues to the

	existing estate. All new houses should have a minimum of 2 spaces and this should be mandated by planning
Include files	
Number	Question 15
ID	LPIO1608
Full Name	Mrs Susan Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Aylesbury should be included.
Include files	
Number	Question 15
ID	LPIO1668
Full Name	Jenny Thorburn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	But there are also links from Berkhamsted to Leighton Buzzard and Milton Keynes - with commuting both ways. In particular Leighton Buzzard provides housing for people working in this area because it is cheaper. The effect of the railway line on the housing market is important.
Include files	
Number	Question 15
ID	LPIO1740
Full Name	Mr Kenneth Watts
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The area boundaries are clearly wrong if St. Albans and Three Rivers can conveniently allocate development at the extreme edge of their area which, to all intent and purpose, would transfer the burden of social amenities, traffic etc. to Dacorum. The obvious example is the

	Gorambury land to the west of the M1, effectively adding these burdens to Hemel Hempstead. The east side of Kings Langley, which contains most of the employment opportunities, the principal local commuter rail link and potential further development along the corridor east of the canal is another.
Include files	
Number	Question 15
ID	LPIO1790
Full Name	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	All greenbelt should be excluded.
Include files	
Number	Question 15
ID	LPIO1837
Full Name	Mr Richard Case
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I think St Albans should be included especially since the land between the M1 and Hemel Hempstead lies within St. Albans. There are also strong linkages between Berkhamsted and Chesham and Amersham. This is particularly the case because there many children crossing the county boundary attend school.
Include files	
Number	Question 15
ID	LPIO1853
Full Name	Ms Julia McAdam
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	Green Belt land should be excluded .
Include files	
Number	Question 15
ID	LPIO2058
Full Name	Mr Christopher Giddings
Company / Organisation	
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 15
ID	LPIO2141
Full Name	Mr Simon Ware
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Consideration needs also to be given to areas that lie outside of Hertfordshire, such as the Local Authorities within Bucks to the west and north of Dacorum. Chiltern, Aylesbury Vale and Wycombe District Authority should therefore also be included within the Housing Market Area. The reason for their inclusion is that there is the potential for developing more brownfield land within Aylesbury, Chesham and High Wycombe areas than in Dacorum, which would alleviate some of the pressure being placed on the Greenbelt.
Include files	
Number	Question 15
ID	LPIO2320
Full Name	Mr George Bull
Company / Organisation	
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 15
ID	LPIO2433
Full Name	Mr Paul Crosland
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Why should there be a 'hard border' to the west ? Surely the market doesn't conveniently follow the county boundary - the communities to the west in Bucks have the same characteristics as Dacorum.
Include files	
Number	Question 15
ID	LPIO2473
Full Name	Mr Timothy Copeman
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	this area is already over populated.
Include files	
Number	Question 15
ID	LPIO2539
Full Name	MRS Lesley Culley
Company / Organisation	
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 15
ID	LPIO2595
Full Name	Mrs Marriott
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	As stated this is not an agreed proposal. It is also just a compilation of council boundaries rather than a land availability and population growth based assessment.
Include files	
Number	Question 15
ID	LPIO2650
Full Name	Mr Alan Andrews
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 already moved home once because of Dacorum Borough Council building policy's. Thought I was safe in a greenbelt area. How wrong. Changing rules to suit. Greenbelt is greenbelt.
Include files	
Number	Question 15
ID	LPIO2805
Full Name	mrs Gillian Hooper
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	green belt land is not being protected.
Include files	
Number	Question 15
ID	LPIO2869
Full Name	Mr Antony Harbidge
Company / Organisation	Berkhamsted Residents Action Group (BRAG)
Position	Chairman
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included

Include files	
Number	Question 15
ID	LPIO2945
Full Name	Mr John Lunn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes, however this is only a prediction and will be impacted by affordability, where people work and increasingly good (or poor) transport links.
Include files	
Number	Question 15
ID	LPIO3080
Full Name	mr hugh siegle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	As stated previously Dacorum must be more robust with St Albans and their lack of Plan and the Secretary of State's intervention should 'persuade' them to be more cooperative
Include files	
Number	Question 15
ID	LPIO3152
Full Name	Mr John Walker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 15
ID	LPIO3302
Full Name	Mrs Margaret Stanier
Company / Organisation	

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 15
ID	LPIO3367
Full Name	Mrs Victoria Bate
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 15
ID	LPIO3387
Full Name	Mr Phil Sawyer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 15
ID	LPIO3423
Full Name	Mrs Ann Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Green belt land should be excluded. Demand is not necessarily need. The need should be for people who already live locally. Demand is those who want to move here from other areas. The need should lead demand not the other way around.

Include files	
Number	Question 15
ID	LPIO3506
Full Name	Dr Rachael Frost
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	St Albans should definitely be included as its housing plans will have a large effect upon surrounding areas. The extent of building in other surrounding areas should also be considered for context as these will also have an impact upon the areas they border with.
Include files	
Number	Question 15
ID	LPIO3574
Full Name	Mrs Sandra Jackson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	If the whole region is not considered at a strategic level then we will be faced with future episodes as is happening already where St Albans intends to build significant developments on the Hemel border, meaning that the additional strain of new residents is borne by Hemel who benefits nothing from the housing allocation being met. This part of Hertfordshire is already full, no new development should be considered. Why not mount a challenge to Government stating this, instead of adopting an acquiescent attitude?
Include files	
Number	Question 15
ID	LPIO3689
Full Name	Mr Andrew 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>I do not find the plan is connected to sustainability factors such as transport and jobs. There is simple building for buildings sake.</p> <p>Jobs in Northchurch and Berkhamsted are an issue for the young today with few opportunities being locally available and post-Brexit uncertainty looms with the threat of job losses potentially facing 1000s of Dacorum. Emphasis needs to be on economic development first and this needs to see the Council supporting affordable public transport for the young commuting to jobs and colleges and universities.</p>
Include files	
Number	Question 15
ID	LPIO3690
Full Name	MS Nicola Hutton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p><p>The Governemnts draft figure of 602.</p></p> <p><p>I consider that the re should be a more wholistic overview of housing policy. perhaps, as there is a shortage of housing that there should be policies around second home ownership, letting properties remain empty, the purchase of property for investment purposes which reduces the availability of homes for all. How many homes does any one person need? It is irresponsible to continue to develop land with subsequent environmental damage and negative impact that will affect future generations. the reality is that we are living longer but we are having fewer children. How much future housing will we eventually need given that it is said that there are fewer working age people to make the NI contributions that pay the current state pension? Are we going to have a declining population?</p>
Include files	
Number	Question 15
ID	LPIO3691
Full Name	MS Nicola Hutton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Shendish should be included in the Kings Langley parish Boundary

Include files	
Number	Question 15
ID	LPIO3762
Full Name	Mr Anthony Warren
Company / Organisation	
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 15
ID	LPIO3823
Full Name	Mr Michael Arrowsmith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes St Albans should be included.
Include files	
Number	Question 15
ID	LPIO3961
Full Name	Mr Tim Varley
Company / Organisation	
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 15
ID	LPIO4128
Full Name	Mr Graham Hoad
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Tring/AVDC link maybe to Tring's benefit. But facilities should be contained in the town and we should not have to rely on cross border locations for clinics, schools and waste disposal. Travel costs and is inconvenient, difficult at times.
Include files	
Number	Question 15
ID	LPIO4206
Full Name	Ms Alison Sams
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	My opinion is that the the proposed development at Shendish is included in Hemel Hempstead plans.
Include files	
Number	Question 15
ID	LPIO4224
Full Name	Mr Kevin Long
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	
Include files	
Number	Question 15
ID	LPIO4280
Full Name	Mrs Caroline Hargrove
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	St Albans exclusion on the basis of house price doesn't make sense. Like Chipperfield, Kings Langley and Bovingdon and indeed Berkhamsted there are all kinds of different houses and price bands in St Albans

Include files	
Number	Question 15
ID	LPIO4282
Full Name	Mrs Caroline Hargrove
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 really like to understand how many people are on the housing list of council houses today</p> <p>how many empty council houses there are today and finally how you can estimate how many people are in the area looking to buy a house today???</p> <p>Perhaps this information is here somewhere but I would really like to understand better who is it that needs 800 odd houses today in Dacorum.???</p>
Include files	
Number	Question 15
ID	LPIO4426
Full Name	Mr Robert Bailey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Should most definitely include St Albans - another very similar market town with a large number of commuters into London.
Include files	
Number	Question 15
ID	LPIO4571
Full Name	Dr Alasdair Malloy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Shendish should be included in the documentation for Kings Langley as it lies within the boundaries of the

	parish of Kings Langley. It should not be considered in the same way as Hemel Hempstead.
Include files	
Number	Question 15
ID	LPIO4683
Full Name	Mrs Maria Kennedy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Exclude green belt land and utilise all land that has received planning and not been used as well as brownfield sites
Include files	
Number	Question 15
ID	LPIO4695
Full Name	Mr Keith Bradbury
Company / Organisation	
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 15
ID	LPIO4780
Full Name	Mrs Joanna Brown
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Another figure - well below the 602..DBC recommend a maximum of 476. We have already had a lot of new building in Berkhamsted.
Include files	
Number	Question 15
ID	LPIO4857
Full Name	

Company / Organisation	Watson Howick
Position	
Agent Name	Mrs Julia Riddle
Company / Organisation	Castle Planning
Position	Director
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>It is recognised that there is a changing national context, in terms of the Housing White Paper and the challenges that this presents to Local Authorities. The Local Plan should reflect and be able to respond to this.</p> <p>The Plan is based on a quantitative assessment of housing need, as set out in the SHMA. The Government has recently consulted on an alternative means of calculating housing need, through the document 'Planning for the Right Homes in the Right Places' (September 2017) which may have a significant effect in terms of the identified housing numbers needed in Dacorum.</p> <p>In terms of the SHMA, we agree that St Albans should form part of the market assessment area and that, in accordance with the September 2017 national consultation document, this should be clearly defined in the Plan, alongside the infrastructure needed to achieve the successful and sustainable development of this area to meet future needs.</p>
Include files	
Number	Question 15
ID	LPIO4909
Full Name	Janet Pitts
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>How can development of the land to the East of Hemel Hempstead only be allocated to St Albans when it is Hemel Hempstead (and therefore Dacorum) which will bear the weight of the additional population? More cars on Dacorum's roads, more patients for Dacorum's GPs, more children in Dacorum's schools.</p> <p>Also the land at Shendish should be included as part of Kings Langley as it falls within the parish boundary,</p>
Include files	
Number	Question 15
ID	LPIO5003
Full Name	Mr Peter Brown
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	But cannot see any justifiable grounds for St Albans not to be included. Equally, green belt should be excluded.
Include files	
Number	Question 15
ID	LPIO5025
Full Name	Mr Chris Lumb
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	St Albans must be included in this area, if for no other reason that they are apparently wanting to build houses right up to the boundary of Hemel Hempstead.
Include files	
Number	Question 15
ID	LPIO5049
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>There are so many weaknesses in the proposals that it is difficult to know where to begin. Some of the obvious ones are:</p> <p>There are no justifiable grounds for ST A not to be included. Equally, green belt should be excluded.</p> <p>Housing targets should not be set without full consideration of local constraints. The government guidance notes 'Planning for the right homes in the right places: consultation proposals' states in paragraph 9 '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 co-operate – to</p>

	<p>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.’.</p> <p>This means that Urban Capacity has to be the starting point, particularly given the Governments recent strong commitments to preserving the Green Belt.</p>
Include files	
Number	Question 15
ID	LPIO5304
Full Name	Miss Giulietta Cinque
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 defined as Greenbelt for a reason and therefore should not be built upon.</p> <p>Building on this will deny future generations from enjoying what we are lucky to enjoy.</p> <p>Don't allow more development, that the majority of those living in Kings Langley appear not to want, that will claim the open spaces in my lovely village and, ultimately, the village as a whole.</p>
Include files	
Number	Question 15
ID	LPIO5380
Full Name	Mr Reuben Bellamy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>It will be important to ensure that the correct approach is taken to the Housing Market Area and all of the relevant local authorities accept this under the Duty to Cooperate.</p>
Include files	
Number	Question 15
ID	LPIO5437
Full Name	Mr Padraig Dowd
Company / Organisation	
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 15
ID	LPIO5484
Full Name	Mr Garrick Stevens
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Cannot see any justifiable grounds for St Albans not to be included. Again, the new housing proposed in nearby Bedfordshire and Buckinghamshire should be considered.
Include files	
Number	Question 15
ID	LPIO5520
Full Name	Mr Robert May
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The future of our Green Belt should be preserved at all costs. Building should only be permitted on brownfield sites
Include files	
Number	Question 15
ID	LPIO5636
Full Name	Mr Nigel Vanner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	St Albans, Aylesbury, Aston Clinton and Halton MoD land should be included
Include files	
Number	Question 15
ID	LPIO5737
Full Name	Mr Quentin Ross-Smith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	need to consider areas outside the county. Green Belt land should not be touched.
Include files	
Number	Question 15
ID	LPIO5740
Full Name	Dr Lucy Murfett
Company / Organisation	Chilterns Conservation Board
Position	Planning Officer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Given the designations covering much of the housing market area it would be better to plan over a broader area so that development could be accommodated beyond the Chilterns AONB and its setting.
Include files	
Number	Question 15
ID	LPIO5772
Full Name	Mr Adrian Ward
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	How can you state you have spoken to local areas ~(without telling us in the document) and then mention that St A has an issue? "The Government is seeking to significantly increase new house building, to meet growing housing needs." Partly incorrect - the government is trying to resurrect

	the building industry by instructing councils to form plans to build additional properties to provide affordable housing. Also re housing needs this surely cannot be the case after Brexit?
Include files	
Number	Question 15
ID	LPIO5852
Full Name	Mr Michael Lelieveld
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	As noted above, the Gorhambury development should contribute to Dacorum's housing target. We therefore agree with the conclusions of the consultants set out in 6.1.6.
Include files	
Number	Question 15
ID	LPIO5873
Full Name	Mr Grahame Partridge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO5947
Full Name	Ms Fiona Coulling
Company / Organisation	
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 15

ID	LPIO6044
Full Name	Georgina Tregoning
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I believe that St Albans should be included in the SMHA, particularly since they are already seeking to encroach on Hemel Hempstead with the development at Gorhambury, whose residents are as likely to use facilities at Hemel Hempstead as they are at St Albans.
Include files	
Number	Question 15
ID	LPIO6083
Full Name	Mr Richard Tregoning
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Whilst wise to make the area cover more than just Dacorum There seems to be no evidence of the strong expected growth when Central Government wishes to promote Regional Growth such as Northern Power House South West Development Plan etc Why is there a need for such massive development at all ?
Include files	
Number	Question 15
ID	LPIO6257
Full Name	Miss Lucy Muzio
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	St Albans should be included, and other areas should be looked it rather than overpopulating Hemel and ruining the only nice bits it has left and building on Greenbelt look for more brownfield there's plenty of empty buildings.
Include files	

Number	Question 15
ID	LPIO6315
Full Name	Mr andrew miller
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The plan is very local rather than including the commutable area.
Include files	
Number	Question 15
ID	LPIO6330
Full Name	Mr Nicholas Ring
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The previous government made a great play of the northern powerhouse. Surely, it is logical to develop the north of the country and relieve the pressure on the already crowded south. Hemel Hempstead and other new towns were build to accommodate those displaced from Greater London. Why not do the same in the northern counties?
Include files	
Number	Question 15
ID	LPIO6426
Full Name	Mrs anna silsby
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The current definition treats Dacorum as one area. However the character of Hemel Hempstead is distinctly different from its surrounding towns and villages. As such it should be treated as a separate area - like Watford; and the remainder of Dacorum should be treated differently reflecting its rural character and much less dense population

Include files	
Number	Question 15
ID	LPIO6506
Full Name	Mr Topan Dutta
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	but the issue of St Albans and Hemel east development should be challenged
Include files	
Number	Question 15
ID	LPIO6571
Full Name	Mr Andrew Lambourne
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	And consideration should also be given to the strategic relationships with areas to the north and west of Dacorum.
Include files	
Number	Question 15
ID	LPIO6633
Full Name	miss Daphne Kirst
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Greenbelt needs protecting
Include files	
Number	Question 15
ID	LPIO6640
Full Name	Mrs Victoria Janaway
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Development should concentrate on regenerating brown field sites, but there are no brown field proposals from Dacorum BC. These have to be developed first before any Green Belt sites are considered.</p> <p>We don't know which sites already have planning consent but have still to be built on.</p> <p>What confidence or guarantee do we have that ensures all available brown field sites are included and developed before Green Belt land is sacrificed? These options have to be exhausted first under current National Planning Policy.</p> <p>There are still unoccupied offices and land on the Maylands estate (Diamond Point for instance) and at Leavesden. The recent Housing Association developments have changed the character of Maylands Avenue and there are significant development plots available here including the People Building site which has existing permission for further office building which has not been built due to lack of demand. Could these sites be used for housing development?</p> <p>Greenbelt land should not be included. St Albans should also be responsible for dealing with this so-called 'housing need', higher house prices seems to be a ludicrous excuse. Dacorum should not bear the brunt of this. The character of villages like Kings Langley should be protected over and above paperwork and policies</p>
Include files	
Number	Question 15
ID	LPIO6641
Full Name	Mr David Zerny
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Greenbelt should be excluded, given that most affordable homes are needed by people who also require access to good, local jobs, public transport, schools, GP surgeries, hospitals etc. There is much more sense in building on brownfield sites within larger, built up areas.</p>
Include files	
Number	Question 15
ID	LPIO6780
Full Name	Mr Geoff Latham

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The population is no longer static (as it largely was when our historic towns and villages grew). Housing in the area is affected by large numbers of people, not necessarily of local origin, commuting into London, who give consideration of cost and ease of journey when making their decision of where to live, possibly followed by consideration of education and local services. Thus planning needs to be on a regional, not local scale.
Include files	
Number	Question 15
ID	LPIO6832
Full Name	Mr Alan Horn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Unless full employment can be found within this "Housing Market Area" for all the additional population, then the area marked cannot be properly considered on it's own.
Include files	
Number	Question 15
ID	LPIO6894
Full Name	Bradford Gunn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	The proposed homes St Albans on the Crown estate on the edge of Hemel Hempstead should not only be counted in the St Albans numbers as a vast majority of the infrastructure required to serve these units will be borne by Hemel Hempstead / Dacorum.
Include files	
Number	Question 15
ID	LPIO6974

Full Name	Miss Helen Barham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Building close to Berkhamsted is likely to impact on schools within Chesham and to a lesser extent Aylesbury and Tring so links to these areas should be considered.</p> <p>I think that looking at a broader area could help to build new links and develop infrastructure that could take the strain off the general flow into London.</p>
Include files	
Number	Question 15
ID	LPIO6987
Full Name	mr michael hicks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Areas on the edge of decorum such as tring are subject to influences from outside of decorum. The analysis should look more closely at this</p>
Include files	
Number	Question 15
ID	LPIO7105
Full Name	Mr & Mrs Fox
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our names.</p> <p>BRAG RESPONSE TO Q15 (FULL DOC ATTACHED TO Q46)</p>

	<p>Question 15</p> <p><i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <p>Cannot see any justifiable grounds for St Albans NOT to be included</p>
Include files	
Number	Question 15
ID	LPIO7316
Full Name	Brian and Heidi Norris
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 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.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15</p> <p><i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p><input type="checkbox"/></p> <p>Yes</p> <p>Cannot see any justifiable grounds for St Albans NOT to be included</p>
Include files	
Number	Question 15
ID	LPIO7395
Full Name	Mr Clive Birch
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Can't see why isn't St Albans included in the Housing Market Area.
Include files	
Number	Question 15
ID	LPIO7397
Full Name	Mr Clive Birch
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Can't see why isn't St Albans included in the Housing Market Area.
Include files	
Number	Question 15
ID	LPIO7465
Full Name	MR Christopher Kendall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Answer – NO.</p> <p>St Albans Council does not consider that it should be included within the Housing Market Area [HMA] In my view it has in terms of housing a much closer association with Three Rivers, Watford and Hertsmere than Tring. One only has to look at the map of the HMA to realise that Tring is a northwest neck with little common identity with large parts of the region. It is 12 miles from Borehamwood to central London – from Tring it is 36 miles. To group them together in the same Housing Market Area is absurd. The only connection claimed is that they are both in South West Hertfordshire. Tring does have strong local links to the Aylesbury Vale – particularly regarding affordable housing – but this has not been properly reflected in the findings.</p> <p>Also see comments to Question 2 – as follows. [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. 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</p>

	<p>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. 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>
Include files	
Number	Question 15
ID	LPIO7857
Full Name	Dr Peter Chapman
Company / Organisation	
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 15
ID	LPIO7941
Full Name	Mr Norman Groves
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 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 Q15</p> <p>Cannot see any justifiable grounds for St Albans NOT to be included</p>
Include files	
Number	Question 15
ID	LPIO7991
Full Name	Mr Michael Nidd

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	There are, however, no justifiable grounds for St Albans' exclusion in the SHMA.
Include files	
Number	Question 15
ID	LPIO8065
Full Name	Hertsmere Borough Council
Company / Organisation	Hertsmere Borough Council
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Q.15 – Housing Market Area - yes The definitions of the Housing Market Area and Functional Economic Market Area referred to in the document are agreed.
Include files	
Number	Question 15
ID	LPIO8438
Full Name	Mr Peter Shell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	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. BRAG response to Question 15 (please note full document is attached to Q46) Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included

Include files	
Number	Question 15
ID	LPIO8539
Full Name	Mrs Sarah Rees
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, we request you accept this as confirmation that we wish DBC to duplicate BRAG's responses under our name.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO8566
Full Name	Helen & Stuart 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>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.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p>

	<ul style="list-style-type: none"> Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO8615
Full Name	Spencer Holmes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO8660
Full Name	MRS G RUSSELL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>No.</p> <p>1- Should categorically exclude Green Belt and Rural Areas.</p>
Include files	
Number	Question 15
ID	LPIO8729
Full Name	Mrs Pat Berkley
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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/we request you accept this as confirmation that I/we wish DBC to duplicate BRAG's responses under my/our name.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LP108828
Full Name	Mr Lawrence Sutton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LP108989
Full Name	David Johnson
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes I cannot see any justifiable grounds for St Albans NOT to be included.
Include files	
Number	Question 15
ID	LPIO9013
Full Name	Mrs Susan Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I cannot see any justifiable grounds for St Albans NOT to be included.
Include files	
Number	Question 15
ID	LPIO9760
Full Name	Aly MacLean
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 & 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>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included

Include files	
Number	Question 15
ID	LPIO9808
Full Name	Mr Paul Wardle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, 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>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO9983
Full Name	mr Kevin 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>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p>

	<p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10031
Full Name	Jill Mewha
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10100
Full Name	Melanie Frankel
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p>

	<p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10148
Full Name	Natalie Crane
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10205
Full Name	Mr Tim Beeby
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10252
Full Name	John and Jane Beeley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>.....</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10302

Full Name	Kathleen Lally
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 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10350
Full Name	J&P Savage
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Secondly, 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 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	

Number	Question 15
ID	LPIO10416
Full Name	Mr Daniel Parry
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10465
Full Name	David Burbidge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, <u>I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under my name</u></p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p>

	<p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10515
Full Name	Mr Stephen Doughty
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>I would however like to make a few specific comments.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10563
Full Name	Mr Roger Petts
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p>

	<p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10610
Full Name	Simon Chilton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10660
Full Name	Sally and David Williams
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Please register as support for BRAG's submission.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included

Include files	
Number	Question 15
ID	LPIO10708
Full Name	Mrs Jenny Jenkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>However, I would like to emphasise a few of the most important points within that response that I strongly agree with:</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO10769
Full Name	Mrs J Marshall
Company / Organisation	
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 15
ID	LPIO10801
Full Name	Grant Imlah
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Moreover i am aware that 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, 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LP1010853
Full Name	Sheila Dawkins
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 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 & 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15

ID	LPIO10902
Full Name	Jean Thomas
Company / Organisation	
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 15
ID	LPIO10951
Full Name	Christopher Stafford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO11002
Full Name	Mrs Patti Whittle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>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</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p><i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO11048
Full Name	J M Thomas
Company / Organisation	
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 15
ID	LPIO11129
Full Name	Cally Emmas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO11176
Full Name	Mr Neil Aitchison
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	subject to the proviso that DBC seems to have meekly accepted a large share of the housing burden without examining the detail and implementation in sufficient depth.
Include files	
Number	Question 15
ID	LPIO11223
Full Name	Jon Rollit
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO11273
Full Name	Kate Locke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	In addition I would reiterate the extensive points made in the BRAG response to the 'Issues & Options' consultation. I request you accept this as confirmation that I wish DBC to duplicate BRAG's responses under

	<p>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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO11328
Full Name	David Greenwood
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Green Belt land should be retained as such without searching for 'exceptional circumstances' to reclassify land, and more attention be paid to acquiring brownfield sites.
Include files	
Number	Question 15
ID	LPIO11361
Full Name	Ms Lorraine Gilmore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>BRAG has responded in full to the 'Issues & 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>BRAG response to Question 15 (please note full document is attached to Q46)</p>

	<p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO11410
Full Name	Conian
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 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 & 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>....</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p><i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO11520
Full Name	Ms Eliza Hermann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I agree with the definition of the SHMA including St Albans District.
Include files	

Number	Question 15
ID	LPIO11599
Full Name	Janet and James Honour
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, 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>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO11754
Full Name	Edmund Hobley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 to emphasize just a few of the most important points within that response below.</p> <p>...</p>

	<p>Brag Response to question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO11904
Full Name	Janet Mason
Company / Organisation	Berkhamsted Town Council
Position	Town Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>We cannot see any justifiable grounds for St Albans not to be included.</p> <p>Again the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account.</p> <p>Reference needs to be made to the extent of commuting into London and the London Arc for work.</p>
Include files	
Number	Question 15
ID	LPIO11951
Full Name	Dee Sells
Company / Organisation	Markyate Parish Council
Position	Parish Clerk/ RFO
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Yes</p> <p><i>Boundaries have to be drawn somewhere. It is noted that South West Hertfordshire's local housing market is influenced by close connections to London and other more localised links include Tring with Aylesbury Vale, Markyate with Central Bedfordshire and Luton, and Bovingdon with Chiltern.</i></p> <p><i>It is essential to note that the whole the South West Hertfordshire Strategic Housing Market Area is providing many homes for commuters to London and not just for local workers.</i></p>
Include files	

Number	Question 15
ID	LPIO11985
Full Name	Mark Behrendt
Company / Organisation	Home Builders Federation
Position	Planning Manager – Local Plans
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>
Include files	
Number	Question 15
ID	LPIO12051
Full Name	David Wilyman
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p>

	<p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Standard BRAG response to Question 15. Please note full document is attached to Question 46</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12102
Full Name	Colin Blundel
Company / Organisation	Chiltern Society
Position	Planning Officer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>Whilst we have no objection in principle to the Housing Market Area used in the assessment, we do have concerns that a wider view needs to be taken in relation to the protection of the London Green Belt and the Chilterns AONB.</p> <p>Both of these areas are partly within Dacorum but extend into a number of neighbouring districts, both within and outside the Housing Market Area. There is pressure for development in all of the districts, so a more regionalised approach involving Housing Market Areas for Oxfordshire, Buckinghamshire and Bedfordshire would help to direct development to the right locations, minimising impacts on the wider Green Belt and AONB. This is a topic that could form part of the Statements of Common Ground being proposed by the Government.</p> <p>The lack of a regionalised approach is likely to lead to individual authorities having to meet their own housing targets, and then in areas such as Dacorum with a large area of Green Belt and AONB there is unlikely to be an alternative to encroachments into these areas.</p>
Include files	

Number	Question 15
ID	LPIO12143
Full Name	Ray Dann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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:-</p> <p>Standard BRAG response to Question 15. Please note full document is attached to Q46.</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12207
Full Name	Douglas & Christina Billington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included

Include files	
Number	Question 15
ID	LPIO12286
Full Name	Richard Frankel
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Standard BRAG response to Question 15. Please note full document is attached to Question 46.</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12347
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	
Include files	
Number	Question 15
ID	LPIO12430
Full Name	Judy Halden
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>Standard BRAG response to Question 15. Please note full document is attached to Question 46.</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12478
Full Name	Meenakshi Jefferys
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12525

Full Name	Mrs Jane Barrett
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 & 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>Standard BRAG response for Question 15. Please note full document is attached to Question 46.</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12574
Full Name	mr paul healy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p>

	<p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12624
Full Name	Merrick Marshall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues & 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12673
Full Name	Monika & Casper Gibilaro
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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</p>

	<p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12721
Full Name	Lorna Ginn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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 & 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12770
Full Name	Mr Raymond Phipps
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 comment as follows to the Strategic Options Consultations. In general I follow the comments made by BRAG.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12817
Full Name	Ingrid Carola McKenna
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>In addition, I draw attention to some of the most important points within that response.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12865
Full Name	Mr Stephen Lally
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Rather than repeat the BRAG response, with which I completely agree, I will highlight some key points that are important to me.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12919
Full Name	Jon Whittle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO12968
Full Name	Edward Keane
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO13017
Full Name	Bettina Deuse
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 to emphasize just a few of the most important points within that response below.</p> <p>...</p> <p>BRAG response to question 15 below (full BRAG response see question 46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO13070
Full Name	Mr Paul Tinworth
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 express my full agreement with the response from the Berkhamsted Residents Action Group regarding Dacorum's Local Plan.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO13118
Full Name	Hilary Dann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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:-</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO13163
Full Name	Mr J P Goodings
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	No
Include files	
Number	Question 15
ID	LPIO13184
Full Name	Mr J G Botha
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	I believe that housing need should be looked at on a national level and not a local level. Why should we have quotas forced on us in a relatively small borough when these houses can be built in other parts of the country, cheaper and on more affordable land. Kings Langley is in danger of merging with Hemel Hempstead and losing its village appeal.
Include files	
Number	Question 15
ID	LPIO13376
Full Name	Mrs Christine Mitchell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Why are neighbouring boroughs allowed to put housing on green belt, use our water and clog up traffic.
Include files	
Number	Question 15
ID	LPIO13377
Full Name	Mr Alan Mitchell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Why are neighbouring boroughs allowed to put housing on green belt, use our water and clog up traffic.
Include files	
Number	Question 15
ID	LPIO13452
Full Name	Mrs Catherine Imber
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, 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>Q15 Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment? <u>YES</u></p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p>
Include files	
Number	Question 15
ID	LPIO13500
Full Name	Deborah 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>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.</p>

	<p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO13555
Full Name	Mr Alan O'Neill
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO13608
Full Name	Sue O'Neill
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LP1013670
Full Name	Tim Uden
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) have responded in full to the 'Issues & 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 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LP1013735
Full Name	Edward Hatley
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO13785
Full Name	Mr Roger Didham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO13840

Full Name	Alex Dann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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:-</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO14010
Full Name	Danny Jennings
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 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.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included

Include files	
Number	Question 15
ID	LPIO14059
Full Name	Mr John Goffey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO14107
Full Name	Sue Elleray
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p>

	<p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO14158
Full Name	Mr Richard White
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 disagree with the Dacorum Local Plan proposals for the reasons stated in the BRAG response</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO14300
Full Name	Ms Vicky Tattle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p>

	<ul style="list-style-type: none"> Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO14388
Full Name	Ray Tattle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO14436
Full Name	Giselle Okin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p>

	<p>Question 15 Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</p> <ul style="list-style-type: none"> Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO14485
Full Name	Mr David Griffin
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>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.</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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</p> <ul style="list-style-type: none"> Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO14762
Full Name	Ms Paula Farnham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has (or will be) responded (ing) in full to the 'Issues & Options' consultation. I could make similar comments in response, but in order to make this</p>

	<p>simple, please 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 to emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO14833
Full Name	Bev Mckenna
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, please take 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>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO14880
Full Name	Mr Michael Curry
Company / Organisation	Tring Town Council
Position	Town Clerk
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	For Dacorum as a whole with the caveat that Tring, itself, is subject to forces outside the defined area
Include files	
Number	Question 15
ID	LPIO14936
Full Name	Malcolm and Jill Allen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO14985
Full Name	Mr Clive Freestone
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & 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.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO15035
Full Name	Mr & Mrs D A Simmons
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>We would like to take this opportunity to emphasize a few of the most important points within that response, <i>in particular our response to Q25.</i></p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO15101
Full Name	Grand Union Investments
Company / Organisation	Grand Union Investments C/O Savills
Position	Associate Director
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"> • The consultation document further explains at section 6, that the Borough Council has worked in cooperation with Hertsmere Borough, Three Rivers District and Watford Borough Councils to produce a SHMA (2016) which defines Dacorum as lying within the South West Hertfordshire Housing Market Area (SWHHMA). This joint working is required at paragraph 159 of the NPPF, and consequently we support the Council in the steps that it has taken to establish this evidence base. • Paragraphs 6.1.9 to 6.1.17 of the consultation document concern the calculation of local housing need. The Council explains that this is achieved through the work undertaken in producing the SHMA and that in doing so, it is calculated that there is a need for 756 new homes per annum in Dacorum in the period 2013 to 2036. Paragraph 47 of the NPPF, requires local authorities to <i>'ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area'</i>. The figure of 756 homes per annum is therefore the only evidence-based figure available. This figure must however be considered to be a minimum requirement given the Government's requirement in the NPPF, at paragraph 47, for local authorities to 'boost significantly the supply of housing'. • Furthermore, the Government has published for consultation the document 'Planning for the right homes in the right places: consultation proposals' (November, 2017). The final version of the standard methodology for calculating housing need at the local level is due to be published early in 2018 and will be key to determining whether the provision of circa 800 homes per annum is adequate or whether a higher level of need is justified. • Finally, we have observed at paragraph 2.6 that the Council is already behind in terms of actual completions against the level of completions that was projected at the time Core Strategy was found sound. As such, it is essential that if the new Local Plan is to be found sound, it addresses not only the overall shortfall across the Core Strategy plan period that was identified by the Core Strategy Inspector, but also the deficit of 483 homes that has occurred in the annual monitoring periods of 2013/14, 2015/16 and 2015/16, since.
Include files	
Number	Question 15
ID	LPIO15176
Full Name	Bert 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>This is to be treated as two identical responses from 1) Bert Smith - 2) Valerie Smith.</p> <p>Answer – NO.</p> <p>St Albans Council does not consider that it should be included within the Housing Market Area [HMA] In my view it has in terms of housing a much closer association with Three Rivers, Watford and Hertsmere than Tring. One only has to look at the map of the HMA to realise that Tring is a northwest neck with little common identity with large parts of the region. It is 12 miles from Borehamwood to central London – from Tring it is 36 miles. To group them together in the same HMA is absurd. The only connection claimed is that they are both in South West Hertfordshire. Tring does have strong local links to the Aylesbury Vale – particularly regarding affordable housing – but this has not been properly reflected in the findings.</p> <p>Also see comments to Question 2. (Below)</p> <p>Question 2 – Have we reflected all cross boundary issues or issues of particular importance to you or your organisation?</p> <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, 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>
Include files	
Number	Question 15
ID	LPIO15196
Full Name	Valerie 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>This is to be treated as two identical responses from 1) Bert Smith - 2) Valerie Smith.</p> <p>Answer – NO.</p> <p>St Albans Council does not consider that it should be included within the Housing Market Area [HMA] In my view it has in terms of housing a much closer association with Three Rivers, Watford and Hertsmere than Tring. One only has to look at the map of the HMA to realise that Tring is a northwest neck with little common identity with large parts of the region. It is 12 miles from Borehamwood to central London – from Tring it is 36 miles. To group them together in the same HMA is absurd. The only connection claimed is that they are both in South West Hertfordshire. Tring does have strong local links to the Aylesbury Vale – particularly regarding affordable housing – but this has not been properly reflected in the findings.</p> <p>Also see comments to Question 2. (Below)</p> <p>Question 2 – Have we reflected all cross boundary issues or issues of particular importance to you or your organisation?</p> <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, 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>
Include files	
Number	Question 15

ID	LPIO15218
Full Name	Sue Tiley
Company / Organisation	Welwyn Hatfield Borough Council
Position	Planning Policy and Implementation Manager
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>The South West Herts Housing Market Area covers the whole local authority areas of Dacorum, Hertsmere, St Albans, Three Rivers and Watford. Nevertheless, there are strong housing market relationships between parts of the South West Herts Housing Market Area and Welwyn Hatfield and as a result, certain areas also fall within the defined Welwyn Hatfield Housing Market Area.</p> <p>The Welwyn Hatfield Local Plan examination is ongoing but the Planning Inspector has already indicated that it is the defined Welwyn Hatfield Housing Market Area, which he considers is the appropriate basis for considering the full OAHN and the degree to which the need for housing is being met within the defined WH HMA.</p> <p>We note the reference in your consultation document to the housing shortfall in Welwyn Hatfield and request that in line with the Duty to Cooperate, dialogue between Welwyn Hatfield and the South-West Hertfordshire authorities (including Dacorum Borough Council) continues to take place, on matters to do with housing land supply and the full OAHN.</p> <p>Welwyn Hatfield would also reiterate the matters raised, and the previous request made, in our letter to you on 3 August 2017. Welwyn Hatfield has agreed Memoranda of Understanding with a number of authorities, including Hertsmere, to explore where opportunities may exist to accommodate any of Welwyn Hatfield's shortfall against its OAN, (both within and beyond the plan period). However, at the current time, no other authority within the Welwyn Hatfield HMA has indicated that they can assist us with the identified shortfall in Welwyn Hatfield.</p> <p>Accordingly, and in response to your request for early notice, Welwyn Hatfield continues to request that Dacorum Borough Council considers if it is able to assist Welwyn Hatfield with meeting some of our housing shortfall as part of its plan preparation (within the context of the SW Herts HMA).</p> <p>With regards to the full OAHN for Dacorum and what is the appropriate figure, this will depend upon at what point the NPPF is updated and the approach taken to the standard methodology. If Dacorum considers it would be appropriate to use a figure derived from a SHMA, then this would need to be updated to reflect the latest population and household projections and should consider whether a higher uplift for market signals including any signs of worsening affordability would be</p>

	more consistent with current practice (with reference to recent examination decisions).
Include files	
Number	Question 15
ID	LPIO15262
Full Name	Caroline Manson
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 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15: Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</p> <p>Yes</p> <ul style="list-style-type: none"> I cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO15314
Full Name	Mr Alan Conway
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>The Berkhamsted Residents Action Group (BRAG) has already responded to the Issues & Options Consultation. I have studied their comments and confirm that I support the arguments put forward in their submission.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO15363
Full Name	Sue Wolstenholme
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 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>Standard BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO15425
Full Name	Nick Hanling
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options' consultation

	<p>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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO15473
Full Name	Sarah and Nigel Tester
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO15529
Full Name	Miss Tanya Assarat

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO15578
Full Name	Melanie Llewellyn
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 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO15645
Full Name	Mr James Honour

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 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO15704
Full Name	Mark Pawlett
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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central</p>

	<p>Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO15752
Full Name	Maria & Colin Sturges
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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the</p>

	<p>document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO15799
Full Name	David Kerrigan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	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

	<p>what seems to be the most critical one – Question 40 eliciting support or otherwise for Option 1B.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO15866
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	Yes
Your response - Please add your response here	DBLP supports the HMA as shown in the Plan.
Include files	
Number	Question 15
ID	LPIO16057
Full Name	Dave Thomas
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 the attached document describing issues and options that I and many other residents of Tring have addressed regarding housing development</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure</p>

	<p>of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO16111
Full Name	Helen and Aaron Talbot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice</p>

	<p>Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO16170
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	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.

GFRA Response to Question 15, full document attached to question 46

The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “*Planning for the right homes in the right places*” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.

The SHMA at the present time is *Hemel Hempstead-centric*, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.

As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.

However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.

Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.

12 National Planning Practice Guidance (as of 2017)
13 Planning for the Right Homes in the Right Places (2017)

Include files	
Number	Question 15
ID	LPIO16227
Full Name	Stuart Mears
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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to "<i>Planning for the right homes in the right places</i>" 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO16288
Full Name	Kitty Thomas
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 the attached report written on mine and other residents request.</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to <i>“Planning for the right homes in the right places”</i> 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO16350

Full Name	Aaron 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>I support GFRA responses see below.</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to <i>“Planning for the right homes in the right places”</i> 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15

ID	LPIO16397
Full Name	Ruth and Stephen Wright
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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, 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>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO16463
Full Name	Andrew Yeomans
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 endorse the attached reports from the Chiltern Countryside Group and the Grove Fields Residents Association, regarding the local plan consultation.</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017).</p>

	<p>However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO16539
Full Name	Ian Emmas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <p>. Cannot see any justifiable grounds for St Albans NOT to be included</p>

Include files	
Number	Question 15
ID	LPIO16715
Full Name	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	No
Your response - Please add your response here	Issue 8 – Whilst it is for a local authority to determine the OAN for their area, the standardised methodology must be a key factor. As the local plan for Dacorum will be submitted after 31st March 2018 it is considered that the Borough Council will need to take a view following the outcome of the consultation on the standardised methodology in relation to the level of growth to be accommodated through the new local plan. It is considered essential that Dacorum fully considers meeting your full housing need within the Borough Boundaries. What consideration has been given to the potential for any unmet need arising from the Borough and if this were to arise, where is it envisaged that this would be met?
Include files	
Number	Question 15
ID	LPIO16822
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	<p>As a member of the Grove Field Residents Association, I am in broad agreement with their conclusions.</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure</p>

	<p>of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO16890
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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can</p>

	<p>only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO16978
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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice</p>

	<p>Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO17035
Full Name	Jade Holmes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	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.

GFRA Response to Question 15, full document attached to question 46

The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to *“Planning for the right homes in the right places”* 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.

The SHMA at the present time is *Hemel Hempstead-centric*, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.

As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.

However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.

Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.

12 National Planning Practice Guidance (as of 2017)
13 Planning for the Right Homes in the Right Places (2017)

Include files	
Number	Question 15
ID	LPIO17092
Full Name	Grahame Senior
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here

I support and endorse the views expressed in the attached document as a member of GFRA

GFRA Response to Question 15, full document attached to question 46

The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “*Planning for the right homes in the right places*” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.

The SHMA at the present time is *Hemel Hempstead-centric*, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.

As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.

However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.

Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.

12 National Planning Practice Guidance (as of 2017)
13 Planning for the Right Homes in the Right Places (2017)

Include files	
Number	Question 15
ID	LPIO17133
Full Name	D. Phillips
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 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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO17224
Full Name	Debbie Crooks Pam Moss
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO17282

Full Name	Margaret and Andrew Pike
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 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.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO17339
Full Name	Mr David Parker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>...</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to <i>“Planning for the right homes in the right places”</i> 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p>

	<p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO17391
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 15 below (copy of full response attached to question 46)</p> <p><i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p>

	<ul style="list-style-type: none"> We cannot see any justifiable grounds for St Albans NOT to be included Again, the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account, as should the developments that already have planning permission but have not yet been built Reference needs to be made to the extent of commuting into London and the London Arc for work
Include files	
Number	Question 15
ID	LPIO17446
Full Name	Sara Bell
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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding</p>

	<p>authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO17505
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>Please find attached a report (GFRA) about the proposed development of Tring.</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have</p>

	<p>to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p> <p>...</p>
Include files	
Number	Question 15
ID	LPIO17553
Full Name	MR DAVID 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 15 below (copy of full response attached to question 46)</p> <p><i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • We cannot see any justifiable grounds for St Albans NOT to be included • Again, the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account, as should the developments that already have planning permission but have not yet been built • Reference needs to be made to the extent of commuting into London and the London Arc for work

Include files	
Number	Question 15
ID	LPIO17612
Full Name	Paul Hembury
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 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 & Development details my concerns comprehensively.</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to <i>“Planning for the right homes in the right places”</i> 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p>

	<p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i></p> <p><i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO17686
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>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.</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the</p>

	<p>relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO17735
Full Name	Diana Woodward
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 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 15 below - full document attached to Question 46</p> <p><i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • We cannot see any justifiable grounds for St Albans NOT to be included • Again, the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account, as should the developments that already have planning permission but have not yet been built • Reference needs to be made to the extent of commuting into London and the London Arc for work.
Include files	
Number	Question 15
ID	LPIO17791
Full Name	John and Helen Osborne
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>We are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO17849

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>We are members of the Grove Field Residents Association and support the analysis and conclusions of the planning consultants commissioned by the Association (attached).</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to <i>“Planning for the right homes in the right places”</i> 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>

Include files	
Number	Question 15
ID	LPIO17907
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>Please find attached a reports commissioned by a residents association (GFRA) challenging the current plans for additional building in the Tring area.</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i></p>

	13 <i>Planning for the Right Homes in the Right Places (2017)</i>
Include files	
Number	Question 15
ID	LPIO18016
Full Name	mr Richard Lambert
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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p>

	<p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO18087
Full Name	Mr Graham Bright
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 the response from the Grove Fields Residents Association, which I fully endorse.</p> <p>My personal position, in summary is as follows:</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding</p>

	<p>authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO18144
Full Name	Peter and Cathy Davidson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<p>Further opinions and ideas are given in Grove Fields Consultants report attached</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas</p>

	<p>with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO18201
Full Name	Nicky and Dave Hulse
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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to "<i>Planning for the right homes in the right places</i>" 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central</p>

	<p>Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO18254
Full Name	Gail Skelton
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 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included

Include files	
Number	Question 15
ID	LPIO18314
Full Name	Terry and Jennifer Elliott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p>

	<p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i></p> <p><i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO18482
Full Name	Melanine Llewellyn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO18528
Full Name	Mrs Juliet Chodzko
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 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included

Include files	
Number	Question 15
ID	LPIO18575
Full Name	Captain Andrew Cassels
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 entirely agree with all responses given by BRAG (Berkhamsted Residents Action Group).</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO18621
Full Name	Lindy Weinreb
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>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • We cannot see any justifiable grounds for St Albans NOT to be included • Again, the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account, as should the developments that already have planning permission but have not yet been built • Reference needs to be made to the extent of commuting into London and the London Arc for work
Include files	
Number	Question 15

ID	LPIO18668
Full Name	Hilary Abbott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO18714
Full Name	Paul and Gillian Jenkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <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>BRAG response to Question 15 (please note full document is attached to Q46)</p>

	<p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO18760
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><i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • We cannot see any justifiable grounds for St Albans NOT to be included • Again, the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account, as should the developments that already have planning permission but have not yet been built • Reference needs to be made to the extent of commuting into London and the London Arc for work
Include files	
Number	Question 15
ID	LPIO18808
Full Name	Lyndsay Slater
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p>

	<p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO18856
Full Name	Andrew and Margit Dobbie
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO18902
Full Name	Katherine Cassels
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 entirely agree with all responses given by BRAG (Berkhamsted Residents Action Group).</p> <p>...</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO18943
Full Name	Rupert Symmons
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>One of the key reasons house prices are higher in St. Albans is due to better transport links to London. The Thames Link service outperforms London Midland in train frequency, capacity, reliability and service levels.</p>
Include files	
Number	Question 15
ID	LPIO18980
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	<p>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.</p> <p>Q15 – Tick NO</p> <p>GFRA Response to Question 15, full document attached to question 46</p>

	<p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i></p> <p><i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO19043
Full Name	Barbara Gainsley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

<p>Your response - Please add your response here</p>	<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"> • We cannot see any justifiable grounds for St Albans NOT to be included • Again, the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account, as should the developments that already have planning permission but have not yet been built. • Reference needs to be made to the extent of commuting into London and the London Arc for work.
<p>Include files</p>	
<p>Number</p>	<p>Question 15</p>
<p>ID</p>	<p>LPIO19100</p>
<p>Full Name</p>	<p>Bill Ahearn</p>
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>No</p>
<p>Your response - Please add your response here</p>	<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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p>

	<p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO19158
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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p>

	<p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO19216
Full Name	Grove Fields Residents Association
Company / Organisation	Grove Fields Residents Association
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to <i>“Planning for the right</i></p>

	<p><i>homes in the right places” 13 (September 2017).</i></p> <p>However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO19273
Full Name	Marcus, Jane, Abigail and Jennifer Fox
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	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.

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.

GFRA Response to Question 15, full document attached to question 46

The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to "*Planning for the right homes in the right places*" 13 (September 2017).

However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.

The SHMA at the present time is *Hemel Hempstead-centric*, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.

As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.

However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.

Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.

12 National Planning Practice Guidance (as of 2017)

13 Planning for the Right Homes in the Right Places (2017)

Include files	
Number	Question 15
ID	LPIO19327

Full Name	Stuart, Miranda & Melissa Kay
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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.</p> <p>However, I would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO19375
Full Name	Wai Tang and Greg Barfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Please note we are aware that 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, 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p>

	Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO19423
Full Name	Philippa Jones
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 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>Question 15</p> <p><i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • We cannot see any justifiable grounds for St Albans NOT to be included • Again, the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account, as should the developments that already have planning permission but have not yet been built. • Reference needs to be made to the extent of commuting into London and the London Arc for work.
Include files	
Number	Question 15
ID	LPIO19478
Full Name	John Wignall
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 endorse the findings of the attached report prepared for the Grove Fields Residents Association.</p> <p>GFRA Response to Question 15, full document attached to question 46</p>

	<p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO19535
Full Name	Kevin Cullen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	Please refer to the attached report.(BRAG)

GFRA Response to Question 15, full document attached to question 46

The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “*Planning for the right homes in the right places*” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.

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12 National Planning Practice Guidance (as of 2017)

13 Planning for the Right Homes in the Right Places (2017)

Include files	
Number	Question 15
ID	LPIO19593
Full Name	Mark Lawson and Sharon Wilkie
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

<p>Your response - Please add your response here</p>	<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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
<p>Include files</p>	
<p>Number</p>	<p>Question 15</p>
<p>ID</p>	<p>LPIO19649</p>

Full Name	Vivienne Inmonger
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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i></p>

	<i>13 Planning for the Right Homes in the Right Places (2017)</i>
Include files	
Number	Question 15
ID	LPIO19708
Full Name	John Inmonger
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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel</p>

	<p>Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO19762
Full Name	Ben Barth
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>Question 15</p> <p><i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • We cannot see any justifiable grounds for St Albans NOT to be included • Again, the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account, as should the developments that already have planning permission but have not yet been built. • Reference needs to be made to the extent of commuting into London and the London Arc for work.
Include files	
Number	Question 15
ID	LPIO19831
Full Name	Jon Esson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here

I am a member of the Grove Fields Residents Association and support the findings set out in their report as attached

GFRA Response to Question 15, full document attached to question 46

The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “*Planning for the right homes in the right places*” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.

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12 National Planning Practice Guidance (as of 2017)
13 Planning for the Right Homes in the Right Places (2017)

Include files	
Number	Question 15
ID	LPIO19915
Full Name	Chris 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>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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO19972
Full Name	mrs sue van rhee

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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>

Include files	
Number	Question 15
ID	LPIO20029
Full Name	Kate and Ben Marston
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p>

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Include files	
Number	Question 15
ID	LPIO20086
Full Name	Maurice and Christine O'Keefe
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to "<i>Planning for the right homes in the right places</i>" 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p>

	<p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO20143
Full Name	Sherry and Haydn Bond
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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The</p>

	<p>consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO20201
Full Name	Dianne Pilkington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice</p>

	<p>Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO20249
Full Name	Mr Peter 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>I have seen the submission to DBC by the Berkhamsted Residents Action Group (BRAG), the contents of which I support.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p>

	<p>Question 15 Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO20304
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	<p>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.</p> <p>Please accept this email and the attached report as my feedback on the proposed development of Tring.</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to "Planning for the right homes in the right places" 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central</p>

	<p>Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO20362
Full Name	Deborah Turnbull
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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p>

	<p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LP1020410
Full Name	Jane Collis
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 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p>

	<ul style="list-style-type: none"> Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO20471
Full Name	Mr David Parker
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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to <i>“Planning for the right homes in the right places”</i> 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p>

	<p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO20519
Full Name	DR Brigitta Case
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 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 Berkhamsted Citizens’ Association and the Berkhamsted Residents Action Group. 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included <p>Berkhamsted Citizens response</p> <p><i>Do you agree with the definition of the Housing Market Area, as shown in the South West</i></p>

	<p>Hertfordshire Strategic Housing Market Assessment?</p> <p>Yes</p> <ul style="list-style-type: none"> • We cannot see any justifiable grounds for St Albans NOT to be included • Again, the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account, as should the developments that already have planning permission but have not yet been built • Reference needs to be made to the extent of commuting into London and the London Arc for work
Include files	
Number	Question 15
ID	LPIO20566
Full Name	Christine Manning
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 would like to support the views put forward by the Berkhamsted Citizens Association in their response to the Core Strategy</p> <p><i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • We cannot see any justifiable grounds for St Albans NOT to be included • Again, the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account, as should the developments that already have planning permission but have not yet been built • Reference needs to be made to the extent of commuting into London and the London Arc for work
Include files	
Number	Question 15
ID	LPIO20638
Full Name	Jane Hawkins
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 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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO20694
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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right homes in the right places</i>” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>

Include files	
Number	Question 15
ID	LPIO20742
Full Name	Christopher Townsend
Company / Organisation	
Position	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 (copy below) For Dacorum as a whole with the caveat that Tring, itself, is subject to forces outside the defined area.
Include files	
Number	Question 15
ID	LPIO20790
Full Name	Usha Kilich
Company / Organisation	Northchurch Parish Council
Position	Parish Clerk
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes, but reference to commuter travel into the London should be included.
Include files	
Number	Question 15
ID	LPIO20836
Full Name	Mr Iain Manson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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.

	<p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO20912
Full Name	Mr Jake Storey
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 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO20967
Full Name	Mr & Mrs J.D Batty
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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>Q15.BRAG</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included <p>Berkhamsted Town Council response</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>We cannot see any justifiable grounds for St Albans not to be included.</p> <p>Again the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account.</p> <p>Reference needs to be made to the extent of commuting into London and the London Arc for work.</p>
Include files	
Number	Question 15
ID	LPIO21052
Full Name	julie owen
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 attached report says what we friends of Grove Fields cannot say in the correct language.</p> <p>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to "Planning for the right homes in the right places" 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority</p>

	<p>of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO21117
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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the document in principle as set by Planning Practice Guidance 12 and in relation to “<i>Planning for the right</i></p>

	<p><i>homes in the right places” 13 (September 2017).</i></p> <p>However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.</p> <p>The SHMA at the present time is <i>Hemel Hempstead-centric</i>, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.</p> <p>As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.</p> <p>However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.</p> <p>Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.</p> <p><i>12 National Planning Practice Guidance (as of 2017)</i> <i>13 Planning for the Right Homes in the Right Places (2017)</i></p>
Include files	
Number	Question 15
ID	LPIO21161
Full Name	St Albans Diocesan Board of Finance
Company / Organisation	St Albans Diocesan Board of Finance
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"> SADBF recognises the extensive work Dacorum, along with the neighbouring South West Hertfordshire Authorities (excluding St Albans) has undertaken to establish a strong evidence base, first in the definition of the Housing Market Area

	<p>and secondly in calculating the Objectively Assessed Needs for housing across the districts</p> <ul style="list-style-type: none"> The Housing Market Area established is extensive and a strong relationship is noted between these district areas; however, there is concern in the area defined due to existing pressures recognised from areas outside of the Housing Market Area, and these matters must be noted: <ul style="list-style-type: none"> St Albans (SACDC) cross boundary relationship with Welwyn Hatfield District Council (WHDC); SACDC (and to some extent Dacorum) with Central Bedfordshire Council; Three Rivers District Council (TRDC) and Hertsmere Borough Council (HBC) with north London Boroughs, particularly with consideration to the substantial levels of unmet need through lack of delivery within London, and the inevitable pressure that will arise through the adoption of the standard methodology for calculating housing need These points were raised by Bidwells and others during the workshop held by Dacorum on this matter in 2015.
Include files	
Number	Question 15
ID	LPIO21193
Full Name	Sarah Lightfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <p>Cannot see any justifiable grounds for St Albans NOT to be included</p>
Include files	
Number	Question 15
ID	LPIO21246
Full Name	Sarah Lightfoot
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No

Your response - Please add your response here	<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>Given the designations covering much of the housing market area it would be better to plan over a broader area so that development could be accommodated beyond the Chilterns AONB and its setting.</p>
Include files	
Number	Question 15
ID	LPIO21316
Full Name	Antony Harbidge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO21362
Full Name	Helen Kington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

<p>Your response - Please add your response here</p>	<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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
<p>Include files</p>	
<p>Number</p>	<p>Question 15</p>
<p>ID</p>	<p>LPIO21421</p>
<p>Full Name</p>	<p>Mr R Smith and Mr A Lyell</p>
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Agent Name</p>	
<p>Company / Organisation</p>	
<p>Position</p>	
<p>Your Opinion - Please state your opinion here</p>	<p>No</p>
<p>Your response - Please add your response here</p>	<p>1.16.1 The Landowners recognise the extensive work Dacorum, along with the neighbouring South West Hertfordshire Authorities (excluding St Albans) has undertaken to establish a strong evidence base; first in the definition of the Housing Market Area and secondly in calculating the Objectively Assessed Needs for housing across the districts</p> <p>1.16.2 The Housing Market Area established is extensive and a strong relationship is noted between these district areas; however, there is concern in the area defined due to existing pressures recognised from areas outside of the Housing Market Area, and these matters must be noted:</p> <ul style="list-style-type: none"> • St Albans (SACDC) cross boundary relationship with Welwyn Hatfield District Council (WHDC); • SACDC (and to some extent Dacorum) with Central Bedfordshire Council; • Three Rivers District Council (TRDC) and Hertsmere Borough Council (HBC) with north London Boroughs, particularly with consideration to the substantial levels of unmet need through lack of delivery within London, and the inevitable pressure that will arise through the adoption of the standard methodology for calculating housing need

	2.1.3 These points were raised by Bidwells and others during the workshop held by Dacorum on this matter in 2015.
Include files	
Number	Question 15
ID	LPIO21542
Full Name	Mrs Valerie Silverton
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 have read the proposals and strongly agree BRAG's responses.</p> <p>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO21599
Full Name	Mr Charlie and Claire Laing
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<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>GFRA Response to Question 15, full document attached to question 46</p> <p>The general approach to the Strategic Housing Market Assessment (SHMA) meets the requirements of the</p>

document in principle as set by Planning Practice Guidance 12 and in relation to “*Planning for the right homes in the right places*” 13 (September 2017). However the approach that has been taken to the SHMA with regard to the appropriate housing market area can only be classed as robust if the significant and majority of housing allocation proposed for Dacorum takes place within Hemel Hempstead.

The SHMA at the present time is *Hemel Hempstead-centric*, by way of assessment of a structure of influence that takes into consideration St Albans, Three Rivers, Watford and Hertsmere Council but clearly discounts authorities such as Aylesbury Vale District Council, Buckinghamshire County Council, Central Bedfordshire District Council and Chiltern District Council; which have predominant and significant influence and connectivity with Tring and Berkhamsted.

As such in our opinion any consideration of proposed housing allocation to Tring and Berkhamsted firstly have to take into consideration the relationship of those areas with its appropriate housing market area that is clearly not provided within the SHMA at the present time. The consideration of offsetting housing supply to surrounding authorities, due to the significant limitation placed upon Dacorum by way of its AONB and Green Belt designations can only be properly assessed when the relationship of the Borough with authorities, particularly to the west are considered.

However, if the proposed supply and allocation strategy justified and progressed by the Council is to deliver the significant and predominant allocation to Hemel Hempstead than the existing SHMA sufficiently meets the criteria.

Any allocation that is proposed to be delivered to Tring and Berkhamsted at this point in time cannot be considered to be fully justified as the SHMA in that regard is not comprehensive.

12 National Planning Practice Guidance (as of 2017)

13 Planning for the Right Homes in the Right Places (2017)

Include files	
Number	Question 15
ID	LPIO21686
Full Name	Countryside Properties (UK) Ltd
Company / Organisation	C/O Bidwells
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"> • CPUK recognises the extensive work Dacorum, along with the neighbouring South West Hertfordshire Authorities (excluding St Albans) has undertaken to establish a strong evidence base;

	<p>first in the definition of the Housing Market Area and secondly in calculating the Objectively Assessed Needs for housing across the districts.</p> <ul style="list-style-type: none"> The Housing Market Area established is extensive and a strong relationship is noted between these district areas; however, there is concern in the area defined due to existing pressures recognised from areas outside of the Housing Market Area, and these matters must be noted: <ul style="list-style-type: none"> St Albans (SACDC) cross boundary relationship with Welwyn Hatfield District Council (WHDC); SACDC (and to some extent Dacorum) with Central Bedfordshire Council; Three Rivers District Council (TRDC) and Hertsmere Borough Council (HBC) with north London Boroughs, particularly with consideration to the substantial levels of unmet need through lack of delivery within London, and the inevitable pressure that will arise through the adoption of the standard methodology for calculating housing need. These points were raised by Bidwells and others during the workshop held by Dacorum on this matter in 2015.
Include files	
Number	Question 15
ID	LPIO21882
Full Name	Louis Quail
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<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"> Cannot see any justifiable grounds for St Albans NOT to be included
Include files	

Number	Question 15
ID	LPIO21921
Full Name	Roger Saller
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>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. 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>BRAG response to Question 15 (please note full document is attached to Q46)</p> <p>Question 15 <i>Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Yes</p> <ul style="list-style-type: none"> • Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO21950
Full Name	Thomas and Margaret Ritchie
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 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>We cannot see any justifiable grounds for St Albans not to be included.</p> <p>Again the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account.</p> <p>Reference needs to be made to the extent of commuting into London and the London Arc for work.</p>
Include files	

Number	Question 15
ID	LPIO21991
Full Name	Waterside Way
Company / Organisation	Waterside Way Sustainable Planning Ltd
Position	
Agent Name	Mr Stephen Harris
Company / Organisation	Emery Planning Partnership
Position	Senior Consultant
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes
Include files	
Number	Question 15
ID	LPIO22030
Full Name	Gallagher Estates
Company / Organisation	Gallagher Estates
Position	
Agent Name	Mrs Hanna Staton
Company / Organisation	Pegasus Group
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<ul style="list-style-type: none"> It is agreed that the Housing Market Area as identified in the SHMA is accurate. It is also considered that St Alban's should form part of the HMA. It is hoped that now St Alban's has received confirmation from a Planning Inspector and the courts, it will proceed to work jointly with other authorities in determining growth levels and meeting those needs identified in the years ahead
Include files	
Number	Question 15
ID	LPIO22496
Full Name	Mr & Mrs Lisa-Lotte & Henrik Hansen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Please find below our response to the new Local Plan consultation. I fully support Brag's response on this matter (see below)

	<ul style="list-style-type: none"> Cannot see any justifiable grounds for St Albans NOT to be included
Include files	
Number	Question 15
ID	LPIO22546
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>I support all answers and comments to the Issues & Options Consultation document noted on the Berkhamsted Town Council website</p> <p>Yes, but</p> <p>We cannot see any justifiable grounds for St Albans not to be included. Again the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account. Reference needs to be made to the extent of commuting into London and the London Arc for work.</p>
Include files	
Number	Question 15
ID	LPIO22616
Full Name	Mr & Mrs Mehew
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
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) (see comments LPIO18384, 18385) and the draft response prepared by Berkhamsted Town Council.</p>

Berkhamsted Town Council Response:

We cannot see any justifiable grounds for St Albans not to be included.

Again the new housing proposed in nearby Bedfordshire and Buckinghamshire should be taken into account.

Reference needs to be made to the extent of commuting into London and the London Arc for work.

Include files	
Number	Question 15
ID	LPIO22693
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><i>Question 15 – Do you agree with the definition of the Housing Market Area, as shown in the South West Hertfordshire Strategic Housing Market Assessment?</i></p> <p>Dacorum should be looking strategically at housing provision across a wider area and work proactively with its neighbours in assessing future housing need. This is evidenced by work on the South West Herts SHMA – positive dialogue should continue. Dacorum has evidenced a willingness to identify cross-boundary issues with its neighbours, which is welcomed.</p>
Include files	