

Appendix 6

Question 46 Part 1 of 3

Pages 1 to 1696

Report Settings Summary

Event	Local Plan Issues & Options November 2017
Total Responses	22,707
Total Respondents	2,376
Filtered Responses	2,812
Filtered Respondents	1,924
Questions	<p>Question 46</p> <p>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it?</p> <p>Yes / No</p> <p><i>If yes, please make it clear to which sites(s) your comments relate and refer to evidence where available.</i></p>
Filter	<i>(none)</i>
Consultation Point(s)	ID-4764305-QUESTION-46
Pivot	<i>(none)</i>
Document Name	Question 46 - Summary Report
Created on	2019-04-23 11:07:47
Created by	Strategic Planning Admin

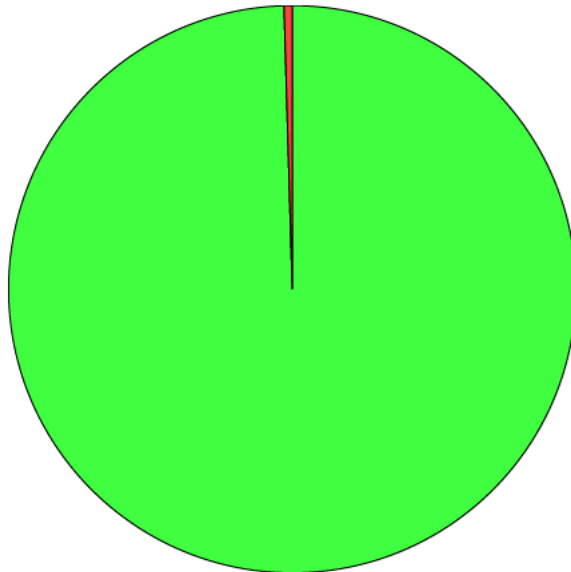
Your Opinion

Question responses: 2812 (100.00%)

Question 46

Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it?

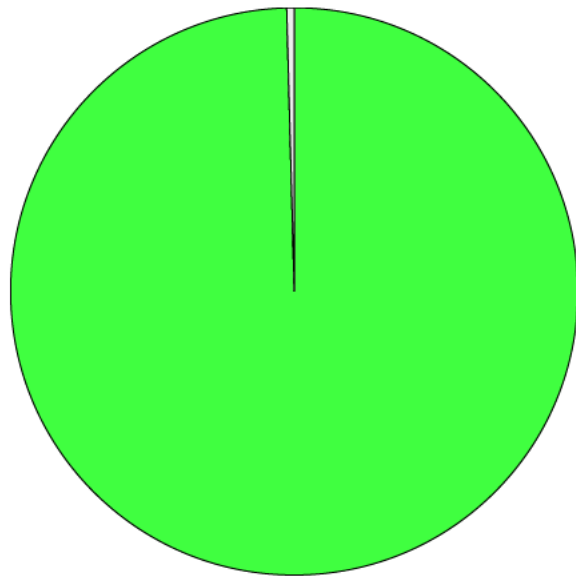
Yes / No



	% Total	% Answer	Count
Yes	99.54%	99.54%	2,799
No	0.46%	0.46%	13
Total	100.00%	100.00%	2,812

Responses

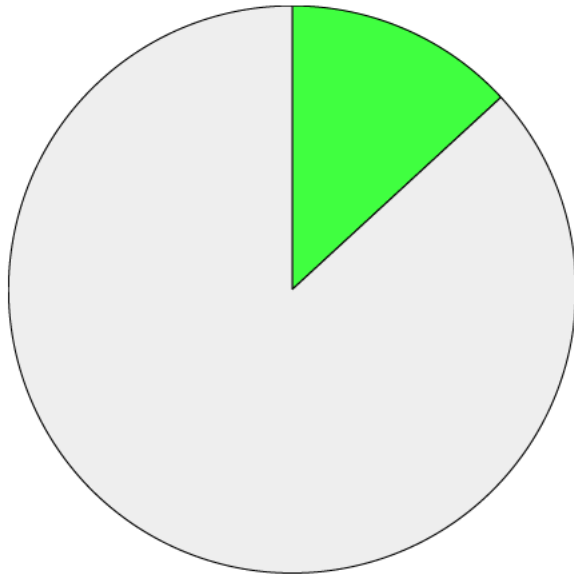
Question responses: 2800 (99.57%)



	% Total	% Answer	Count
Responses	99.57%	100.00%	2,800
No Response	0.43%	--	12
Total	100.00%	100.00%	2,812

Supporting evidence

Question responses: 370 (13.16%)



	% Total	% Answer	Count
Responses with File(s) Uploaded	13.16%	100.00%	370
Responses with No Uploads	86.84%	--	2,442
Total	100.00%	100.00%	2,812

Issues and Options All Responses to Question 46

Number	Question 46
ID	LPIO28
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	<p>My main objection to almost all of this sites proposed in this document is the very low densities that are simply not acceptable, sustainable or suitable given the massive demand for housing locally and in the wider region. It is simply not acceptable to keep building on green field land and taking the countryside away, never to be replaced, and allow low density housing in its place. Why should we simply cover down to the developer and accept such low densities when historic patterns of development and recent good practice guidance demonstrate the importance and effectiveness of higher density development?</p> <p>I have included comments on specific sites below and in particular made reference to the town in which I live – Berkhamsted. However, I feel the density arguments below should apply to all new development in all towns in the borough.</p> <p>A report by CABE, 'Better Neighbourhoods: Making higher densities work', addresses how to increase the supply of homes in areas of high demand, and in particular how to build at higher densities without sacrificing quality. It notes that</p> <p>Victorian Terraces 60–80 dwellings/ha. 280 (average) habitable rooms/ha</p> <p>Urban Villages 75–125 dwellings/ha. 500 (average) habitable rooms/ha</p> <p>Garden Cities 30–40 dwellings/ha. 165 habitable rooms/ha.</p> <p>Infill in Historic Towns 80–140 dwellings/ha. 500 (average) habitable rooms/ha</p> <p>Given that much of historic Berkhamsted is Victorian terraces why is the plan not trying to replicate this? Some development will be infilling in an historic town – so should be hitting at least 80dph. Minimum density for a tram service is</p>

60dph, surely this is what we should be aiming for? 25 dph is the minimum density for a bus service, given that most people in Berkhamsted are affluent and drive it would need to be much higher than this to service those less mobile. In the 1980's and 1990's private sector housing was being built at 30dph. This clearly has not worked. 30 plus years later are we being no more ambitious? Ebenezer Howard garden city of 1890 was 45 dph. Abercrombies medium density was 84 dph.

A sustainable urban density is considered to be 69 dph. This is what we should be aiming for as a minimum. Not the pathetically low densities proposed in this document. There would be far less need to release land and the new population needed to sustain vital mix of services required to create a sustainable community.

I am not saying need to meet the densities if inner city London and Manchester of 150 or 250 found in Singapore, but current proposed densities are simply cowering down the demands of the developer and building homes that only the very wealth will be able to afford. It is obvious why a developer would like to build at lower densities, then they will not have to pay for associated community and transport infrastructure that comes with building a higher number of dwellings. They would much rather build 10 huge houses to sell at a big profit, and provide nothing other than a little CIL, than actually develop something that requires a proportion of the housing to be affordable homes as well provide infrastructure upgrades and community services. I feel these proposals are simply allowing for the prior rather than what is actually needed.

Unless you work in the city people born in the area simply cannot afford to live here. The demographic of the town has changed dramatically in the last few decades so that it now comprises of elderly people who brought their homes decades ago and the wealthy moving out of London who can afford to buy and bring up families here. Young local people are being priced out.

By providing smaller homes and flats in a higher density development you are more likely to be providing homes that local people can actually afford rather than simply turning Berkhamsted into yet another banker belt development of high commuting.

Higher density mixed housing development allow for the creation of well-balanced mixed communities. Research by the London School of Economics in 2004 shows that higher density can bring benefits. Successful developments espouse Building for Life standards in terms of character; roads, parking and pedestrianisation; design and construction; and environment and community.

‘In many urban situations, medium rise, higher density buildings (of about 3-4 storeys) in general provide the optimum form that maximises density whilst minimising perceived intensity or overcrowding. They can also be designed to be attractive, energy efficient and mixed use whilst:

- Reducing costs of land acquisition and site infrastructure
 - Avoiding costs of lifts and other services
 - Providing a robust form that allows for changes in use over time
 - Forming terraces or low rise flats, the most cost effective building form in housing
 - Increasing energy efficiency and the ability to be oriented for passive solar gain
 - Providing lifetime homes that can be readily adapted for the elderly or disabled.’
- 8 - Urban Design Compendium Llewelyn-Davies, English Partnerships and the Housing Corporation, 2000.

Traffic fumes are a huge problem in the town and it is getting increasingly worse. Rather than simply allowing people to drop children off outside the front gates and cause such chaos, the town and its schools should provide drop off points outside of the main built up area and then children can walk in. More pedestrian friendly safe routes to schools are needed as is better local public transport and cycle routes to encourage people to move away from the private car.

COMMENTS RELATING TO SPECIFIC SITES:

HH-h1a North Hemel Hempstead (Phase 1)

Whilst the principle of a sustainable urban extension is supported I feel the sensitivity of this location means that benefits definitely do not outweigh harm. It is far too close to the SAC and contains irreplaceable ancient woodland, which even if not removed by development would definitely be damaged by it. Again, proposed densities are way too low, only half the site would be required if easily achievable densities of 60dph were proposed.

HH-h1b North Hemel Hempstead (Phases 1 and 2)

I feel this is a better location than HH-h1a. Whilst I have reservations about impact upon the SAC and ancient woodland I feel the size of this development would allow for a properly planned new sustainable community and a more accessible location, with proper provision of services. Again I feel densities are way too low at 30dph and should be at least 65 dph. This would not only either double the number of homes or half the land take, greater concentration of homes would help to sustain public transport and other services such as shops and leisure facilities locally.

HH-h2 North of Gadebridge (Land at Piccotts End)

Reasonable location but way too low density.

HH-h3 Land at Shendish, London Road

This is one of the most sensible locations for new development of all those proposed. It is in an accessible location with good links to the railway line and has access to many existing services and facilities. Given that the site is mostly used as a golf course it is unlikely to have anywhere near as good environmental value as other potential sites. It is encouraging to see proposals refer to affordable housing as well as employment uses, and I wholeheartedly support such an approach. Whilst I am pleased to see slightly higher density proposed here 30-40 dph simply can't be called higher density development.

Be-h1 Land south of Berkhamsted

The proposed principles of this development are sensible – creating a mixed use development with community services and facilities. I am pleased to see that whilst the woodland is included as part of the site there are proposals to create set up a trust to manage woodland and common areas. I sincerely hope none of the woodland is removed as part of this development.

I strongly feel the eastern parts of the site are by far the most suitable for development. New access routes could be created to the east of the town to provide access to the new development without disturbing existing properties. The most westerly parcel of land is not suitable for development. It is isolated from other development and given that Shooters Way and Kings Hill Way are already congested, and will be even more so given once the new development to the west is complete, there is simply not infrastructure to support any more housing in this area – I doubt the developers

will be willing to pay for a road bridge over the A41!!!

Higher densities in the eastern part of the site would solve this problem and mean there would not be a need to develop the western parcel of land. As a minimum the site should be aiming to be achieving densities the same as Woodlands Avenue, but really should be looking to recreate the feel of the older parts of the town. This would help maintain the services this site promises to deliver, which is often a key problem, not providing the services but maintaining them when rents are so high locally.

Be-h2 Haslam Fields, Shootersway

I feel this is a completely unsuitable site and that the proposals are a bit of a joke on the part of the developer. 26 dph – a total waste of greenfield land. Offering areas of biodiversity as an offset is a complete joke – it is right next to the A41 – habitats will not be able to thrive next to such noise and traffic fumes and wildlife will simply be run over! Shooters way is already hugely congested, the new traffic lights have helped but once new development is complete at the western end of the road the problems will be simply return. Cross Oak Road is already used as a rat run to the town. In places there is no pavement so people from this development would not walk into town – they would drive making congestion worse. In places is not wide enough for two vehicles so drivers race one another and lower down, nearer to the town they speed down the hill at silly speeds where there are no speed restrictions. The land owner – Berkhamsted Schools Group has become ever more commercialised, and in doing so has had little regard for the impact they have on the town and its residents – this is yet another example of that.

Be-h3 Land at Ivy House Lane

My main concern with this development is the low density proposed and need for screening as well as the creation of a new defensible boundary to the CAONB. Given the low density development pattern in the surrounding area I struggle to see how this development would provide any affordable housing or units of a price more affordable to younger people. However, I do this this location has some potential to create links to the core of the Town.

Be-h4 Land between Durrants Lane / Darrs Lane / Bell Lane

A proposed density of 21.9dph – total waste of greenfield land. If the northern extent of the site is constrained by topography this would mean a more isolated area of development to the south and the high likelihood that people would then use the private car to access the town and other areas. That said low cost housing for Hospice staff is hugely supported. I think it would also be sensible for some accommodation to be provided for those families who have relatives in the hospice and cannot travel to with them when needed.

Be-h6 Land adj. to Blegberry Gardens, Shootersway

This is potentially quite an isolated site away from the main part of the town. 150 houses is not enough to provide its own community facilities, and given the location, people are likely to travel by car. As mentioned Shooters Way, Cross Oak, Road and Kingshill Way are already at capacity and are likely to see significant increases in traffic by exiting new developments. This would simply add to that and would not create a sustainable community.

Be-h8 Berkhamsted Golf Range, The Brickworks, Spring Garden Lane

This is a completely stupid location for development, especially the type proposed. Lets lock out elderly people away from civilisation and put all our children in the car to take them to nursery – just what we want to achieve! Studies have proven that it is beneficial for care homes to be in the middle of towns where residents can look at daily life and what is going on. Many people who work in care homes are low paid and therefore have to use public transport – I can't see a regular bus service being provided to this location!!! The isolated nature of the development will mean more people travelling by private car to get to town. The nursery would generate a considerable amount of traffic through already congested routes. Nothing about this location accords with the principles of sustainable development – this simply is not a sensible location for development to take place.

Tr-h1 Land to the north of Station Road

The size of this development offers the opportunity to create a sustainable community, however higher densities are needed for this to truly work

	<p>effectively. The density of the site should be at least doubled.</p> <p>Tr-h2 Land west of Marshcroft Lane</p> <p>This is a rather isolated site that does not follow the development pattern or natural boundary of the town. If developed in conjunction with Tr-h3 it may offer a more defensible boundary to the town.</p> <p>Tr-h3 Land at Icknield Way / Grove Road (New Mill)</p> <p>The site would follow the existing pattern of development in the town and provide a defensible boundary, however, 400 dwellings is not enough to create a sustainable community and so there would be a significant impact upon existing services and facilities.</p> <p>Tr-h5 Land at Dunsley Farm, London Road</p> <p>This site is in a reasonably accessible location close to the A41 and near to the train station. The size of the site means there is an opportunity to create a small suitable community however densities should be at least doubles to make this a more viable prospect.</p>
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Include files	
Number	Question 46
ID	LPIO56
Full Name	Mr Derin Mellor
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>With KL-h3 there are likely is the remains of the Plantagenet Palace (https://en.wikipedia.org/wiki/Kings_Langley_Palace) KL-h1 access to M25 and Station are via Vicarage Lane which due to parking is effectively a one way road.</p>
Include files	
Number	Question 46
ID	LPIO64
Full Name	Mr David Hicks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<u>oppose</u>
Include files	
Number	Question 46
ID	LPIO65
Full Name	Mr David Hicks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	It's staggering that Chipperfield isn't included in any of the plans.
Include files	
Number	Question 46
ID	LPIO109
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	We will need upgrades to the M25 and M1 junctions.
Include files	
Number	Question 46
ID	LPIO128
Full Name	Mr Ben Killick
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 like to strongly object to all options with the exception of Option 1(a). Option 1(a) is the only reasonable approach. As a resident of Kings Langley I am astounded at the scale and approach of the plans within this document, they show a complete lack of understanding of the make-up of Kings Langley and our local environment.

The proposal to develop green belt land in and around Kings Langley would irrevocably damage the character of our historic village. The plans outlined would cause our rural location to become basically a 'town' and cause spread into neighbouring settlements.

If taken seriously the areas of greenbelt proposed for development would take our village towards Watford and Hemel and start to blend the boundaries between them.

The proposal to develop green belt at Rectory farm is unreasonable, this site is next to a congested part of the village and the site is more suited for a nature reserve, its green and happy there dont suggest concreting it over!

Wayside Farm, has to be a mistake here. As a working dairy farm where we all buy our milk and there is a plan to build on it!?!?

Shendish, so the proposal is to join Kings Langley and Apsley?!

The traffic within Kings Langley is already bad enough, cars queue on the high street for a large proportion of the day. Where would all the extra traffic go when we are all heading to shop or to work?

Housing development should be focussed around already existing towns where there are brown field locations available.

Green belt is green belt and should not be built on around the outskirts of our village forever ruining it's character and environment.

What is being propped here would effectively mean the end of Kings Langley as a village, it would become a town / blended with surrounding developments.

I watch the ambulances trying to get up and down the already busy high street, the commuters heading to and from work, the goods traffic making deliveries - where is all the increased traffic supposed to go? The trains are already packed to bursting each morning and evening.

Our children currently live in a village - these proposals would effectively end that and forceably move them into a small town sorrouded by new developments.

The village does not want the green belt surrounding us built on, no ifs or buts... we dont want our village ruined forever.

Include files	
Number	Question 46
ID	LPIO146
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	Shendish is not in Hemel Hempstead, we just have the misfortune of having a Hemel postcode and telephone number. Shendish is part of Kings Langley and falls within the parish boundary. It is wrong to try and pass it off as part of Hemel Hempstead and gives the impression that the proposed development in Kings Langley is significantly less than it actually is. The development and expansion of the Manor Estate means that Hemel Hempstead is now joined to Kings Langley at its northernmost boundary. If development of Shendish (HH-h3) is allowed Kings Langley will effectively become a suburb of Hemel Hempstead. Please do not continue to mislead people by allowing this proposed development to be described as being in Hemel Hempstead. It is on green belt land IN KINGS LANGLEY.
Include files	
Number	Question 46
ID	LPIO147
Full Name	Mr Ivor Ford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I thoroughly agree with Mrs Ponsford's assessment in her reply to question 46. Perhaps you should reassess the options in the light of her comments.
Include files	
Number	Question 46
ID	LPIO153
Full Name	Mrs Karen Morrish
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, under the provisions of the national planning policy framework, green belt should: <ul style="list-style-type: none"> - restrict the sprawl of large built-up areas: Kings Langley needs to be kept separate from Hemel Hempstead/Apsley/Watford - stop neighbouring towns merging: see above - safeguard countryside from encroachment: with three farms under threat from the development proposals this is clearly relevant

	<p>- preserve setting and special character of historic towns: Kings Langley village's history could not be preserved if coalescence with Hemel and Watford were to occur.</p> <p>Regarding specific sites:</p> <p>HH-h3 Shendish: this is part of Kings Langley, despite the Hemel postcode. Hemel Hempstead would encroach on Rucklers Lane and coalesce with Kings Langley village. There would be a major problem with access to the site, wherever it was provided, as Rucklers Lane and its junction with the A4251 would be overwhelmed.</p> <p>KL-h1 Hill Farm: again, coalescence with Hemel Hempstead would be inevitable and crucially the development of the site is unsustainable because it's too far from the village centre.</p> <p>KL-h2 Rectory Farm: coalescence still a major threat with this site. Congestion for local roads would also result. Land by the canal could not be developed due to flood risk.</p> <p>KL-h3 Wayside Farm: this development has the potential to cover the entire area between the village and the A41. Such large scale development would destroy the character of the village and its infrastructure, as well as losing the valuable asset of the farm's Jersey herd (one of only two remaining in Hertfordshire). Contrary to the Council's assertion that the location would be suitable for office space, there is no spare rail capacity currently and its proximity to the M25 junction would add to the already serious, and frequent, problems of road congestion in this area.</p>
Include files	
Number	Question 46
ID	LPIO175
Full Name	Ms Rebecca MacRae
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 below my assessment of the various settlements.</p> <p>Sherditch poses significant access issues and emphasises the unsuitability of the roads.</p> <p>Wayside farm would fill the envelope to the m25 and effectively ensure the loss of the feel of Kings Langley.</p> <p>Rectory farm needs to be protected so that we protect the green land as is our responsibility to he environment.</p>
Include files	
Number	Question 46
ID	LPIO191
Full Name	Mr Andrew Levy

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 agree with comments by Karen Morrish and Ben Killick. I understand we should write our own comments but they have expressed things so well I will merely repeat:</p> <p>HH-h3 Shendish: this is part of Kings Langley, despite the Hemel postcode. Hemel Hempstead would encroach on Rucklers Lane and coalesce with Kings Langley village. There would be a major problem with access to the site, wherever it was provided, as Rucklers Lane and its junction with the A4251 would be overwhelmed.</p> <p>KL-h1 Hill Farm: again, coalescence with Hemel Hempstead would be inevitable and crucially the development of the site is unsustainable because it's too far from the village centre.</p> <p>KL-h2 Rectory Farm: coalescence still a major threat with this site. Congestion for local roads would also result. Land by the canal could not be developed due to flood risk.</p> <p>KL-h3 Wayside Farm: this development has the potential to cover the entire area between the village and the A41. Such large scale development would destroy the character of the village and its infrastructure, as well as losing the valuable asset of the farm's Jersey herd (one of only two remaining in Hertfordshire). Contrary to the Council's assertion that the location would be suitable for office space, there is no spare rail capacity currently and its proximity to the M25 junction would add to the already serious, and frequent, problems of road congestion in this area.</p> <p>I can only add that I question the sanity of a council that seriously considers developing KL-h3, Wayside Farm because it believes that unwanted office accommodation with inadequate transport facilities will serve the well being of the local community better than raw milk from Jersey cows.</p>
Include files	
Number	Question 46
ID	LPIO234
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	To reiterate the points set out in the draft Schedule of Site Appraisal concerning HH-h1a, HH-h1b and HH-h2. The Technical Studies Assessments for all three of these sites state bluntly "Exclude from further assessment and retain as Green Belt." And the Key land use issues raised and the Sustainability Conclusion reinforce this to a great extent.
Include files	
Number	Question 46
ID	LPIO235
Full Name	Mrs Heather-gaye Carter
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Dear Sirs,</p> <p>re: <u>HH-h3 Land at Shendish, London Road</u></p> <p>I <u>strongly oppose</u> any development on any land whatsoever at Shendish. The entire area surrounding Shendish Manor is a conservation area, including the Farmhouse and converted barns which historically served the Manor House. They are Listed under the <i>Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.</i></p> <p>The approach from London Road up to this area of outstanding natural beauty and historical interest would be utterly devastated if 900 odd houses plus school were to be built. The small access road leading up to the Listed barns and houses already struggles to cope with the traffic of the existing residents and hotel guests.</p> <p>There have been previous applications for minor works/extensions to the existing properties up at Shendish from residents and these have been point blank refused by Dacorum Planning. To suggest the development of an entire new neighbourhood including a school on our doorstep is beyond comprehension?</p> <p>London Road is already struggling with the traffic between Hemel Hempstead and Kings Langley. There is severe congestion most days, with bumper to bumper stationary traffic, which extends all the way from Durrants Hill Road in Apsley and only eases once you have crawled through (at a snail's pace) to the other side of Kings Langley. The idea of adding another 900+ houses plus school would cause this area to grind to a complete standstill.</p> <p>The residents use this Green Belt area for recreational walking. We frequently have other local walkers as well as many <u>Duke of Edinburgh Award</u> students visiting and exploring within this area. Myself as a dog walker, can confirm that this would impact heavily on the local</p>

	<p>wildlife. I often see deer, as well as foxes, badgers, rabbits, squirrels, and a variety of birdlife. Already, the natural habitat available to the deer and these other indigenous species has been chipped away at gradually over the years, and this would leave them with no refuge whatsoever from human encroachment.</p> <p>Yours faithfully Guy and Heather-gaye Carter</p>
Include files	
Number	Question 46
ID	LPIO240
Full Name	Mr Brian O'Sullivan
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 not against use of the green belt if no alternative available. But in the case of Bovingdon there is a huge (100 acres+) amount of brownfield land in the Bovingdon Airfield site. The government and council states that 'our priority will be to maximise the use of brownfield sites. Government expects us to demonstrate that we have fully explored such sites before green belt sites are considered.' Because of this no greenfield site should be considered for development at the time being in Bovingdon. Therefore the proposed sites at Grange Farm, Homefield, Green lane and Duckhall Farm should all be removed from the draft Schedule of Site Appraisals.</p>
Include files	
Number	Question 46
ID	LPIO242
Full Name	Mr Lloyd Moore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3, Shendish is not part of Hemel Hempstead and should not be classified as such.</p> <p>To develop the area around Shendish Manor would mean that there would be coalescence between Hemel Hempstead and Kings Langley, one of the key objectives of designating Green Belt land. Furthermore, the access to this area is restricted to Shendish Drive, which is</p>

	clearly unsuitable due to width and position, and Rucklers Lane. Rucklers Lane does not have off-street parking in all the houses, consequently the road is wide enough only for one car at a time, causing congestion at all times of the day. To accommodate some 900 additional dwellings would mean, presumably, compulsory purchasing of a significant number of houses and road widening. The traffic lights at the bottom of Rucklers Lane and Hempstead Road is always a bottleneck. This site is totally unsuited to development.
Include files	
Number	Question 46
ID	LPIO245
Full Name	Mrs Jill Moore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-he. Why is this classed as Hemel Hempstead? It is clearly part of Kings Langley. We back on to this land and our house is classed as Kings Langley, we are nowhere near Hemel Hempstead.</p> <p>Developing around Shendish Manor will mean that Hemel Hempstead will merge with Kings Langley, something that we have been constantly told would never happen. This is why it is Green Belt.</p> <p>Access to this area is totally unsuitable. Rucklers Lane is too narrow and too congested as it is.</p> <p>The field to the South of Shendish Manor (Porters Field) has public footpaths across it. A modification order to extend these footpaths has just been confirmed making it even more unsuitable for development.</p>
Include files	
Number	Question 46
ID	LPIO250
Full Name	Miss Jennifer Moore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish is not part of Hemel Hempstead, it is Kings Langley.</p> <p>No access to this land other than via Rucklers Lane, which is too narrow and already congested or Shendish Drive over a narrow bridge.</p>

	There are footpaths across and around the edge of Porters Field and across the gold course.
Include files	
Number	Question 46
ID	LPIO254
Full Name	Miss Jennifer Moore
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 area around Shendish Manor is totally unsuitable for development. Building would mean coalescence between Hemel Hempstead and Kings Langley making it a large town, altering the character of Kings Langley irrevocably.</p> <p>Access in poor. Rucklers Lane is extremely narrow as cars have to park either side of the road. The junction by the Red Lion is already congested. Accidents regularly occur at the single track part of Rucklers Lane as it is only wide enough for one car and is a windy road. Increased traffic would cause more accidents.</p>
Include files	
Number	Question 46
ID	LPIO283
Full Name	Mrs Niki Pinchin
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 opposed to the developments within Kings Langley (and that includes Shendish!) for many reasons I have already identified within this consultation document/feedback. I suspect the doors are trying to be opened to develop the entire length of the A4251 (from the M25/J20 to Hemel) - bit by bit - and this is only the first significant step to doing so. After 5 years, no doubt, the plans will be reviewed, and 'suggestions' made again. I do not want to see Kings Langley become an 'Urban Village', neither do I want it to lose its identity and become part of Hemel. We are a village - a medieval village with royal charter - already at breaking point. To remove the Green Belt status which protects our boundary, infill with Apsley and Hemel and increase our already desperate traffic & infrastructure problems, I believe is both naive and a travesty.</p>

Include files	
Number	Question 46
ID	LPIO314
Full Name	Mr Paul Jenkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am opposed to the developments at Shendish (which is part of Kings Langley) and also the other developments listed as within Kings Langley. These will lead to over development of the Gade Valley, with a loss of the green belt sites particularly on the western side of the valley from the M25 right up to Hemel Hempstead. The separation between Kings Langley and Apsley/Hemel Hempstead would be lost by the Shendish development as it will back on the Rucklers Lane. Traffic levels through Kings Langley and Apsley are also a consideration, through the developments in Apsley over the last 20 years they have got dramatically worse, with queues frequently all the way from the A4251 at the bottom of Rucklers Lane to/ from Apsley. But mostly importantly once these fields and golf courses have been built on it is a one way ticket to urbanisation. Exactly what the green belt was designed to protect against.
Include files	
Number	Question 46
ID	LPIO360
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	I strongly object to the use of the land for HH-1a, HH-1b and HH-2 as this will totally engulf Piccotts End. The views currently enjoyed by the people living there will be destroyed. The fields used for exercise and recreation will disappear. The flooding problem appears to have recently been cured, but more houses will substantially increase the run off and cause the problem to reappear.
Include files	
Number	Question 46
ID	LPIO380

Full Name	Mr Michael Bouvier
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Site Code HH-h3 - Land at Shendish, London Road</p> <p>This land should not be classified as Hemel Hempsted, it is Kings Langley. The fact that this section of green belt can be classified as Hemel Hempstead emphasises how narrow the green belt is in this area, and building on this land is clearly coalescing the settlements of Kings Langley and Apsley.</p> <p>Site Code KL-h2. Rectory Farm:</p> <p>Floodplain - According to the Environment Agency's map* showing 'Flood warning areas', approximately half of the Rectory Farm site in Kings Langley is highlighted as a floodplain and "An area where we (the Environment Agency) issue flood warnings"</p> <p>*REF: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/270002/2578253.pdf</p> <p>The Environment Agency also states "It is very difficult to predict the exact location of flooding from groundwater as it is often related to local geology. We can't say for definite which properties are at risk from groundwater flooding." new homes built in this area would be liable to flooding.</p> <p>Furthermore, building on Rectory Farm would also increase the flood risk for other parts of Kings Langley, as the Government Planning Policy Statements and Supplementary Planning Guidance** states:</p> <p><i>B11 New development can increase indirect flood risk in locations beyond the development site simply by increasing the amount of run-off from the developed area. This may occur where permeable surface areas are reduced by construction work leading to increases in the volume and speed of water transported through a catchment.</i></p> <p><i>B18 Human activity can therefore have a significant impact in increasing flood risk and new development that is constructed without regard to flood risk may serve only to endanger life, increase property and environmental damage and require wasteful expenditure on remedial works.</i></p> <p>**REF: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/270002/2578253.pdf</p> <p>Site code: KL-h3 - Land to the east of A41 and Wayside Farm, Watford Road</p> <p>This is a site of national historic importance; a Royal Hunting Lodge and adjacent to the site of the royal palace of the Plantagenet Kings of England. There are plenty of other sites which could be built on without desecrating the area which gave 'Kings' Langley its name.</p>

	These severe, long term, cumulative effects upon the rural landscape and existing residents quality of life would be totally unreasonable and are, therefore, unacceptable.
Include files	
Number	Question 46
ID	LPIO405
Full Name	Ms Penny Gore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Re: HH-h1a, HH-h1b and HH-h2</p> <p>These areas are within the Green Belt and the AONB. They include key views across the Gade Valley. Parts of the sites encompass ancient woodland and are of high landscape sensitivity; they also fall within the Chilterns Beechwood SAC. HH-h2 is within the flood plain and also within an area of Archaeological significance (it is adjacent to the Roman villa excavated in the 1960's).</p> <p>HH-h1a and HH11b also meet the boundary of Piccotts End, a conservation area and area of Archaeological significance. There are listed buildings adjacent to the site. There are, in short, a multitude of reasons why these three sites should never be considered for this wholly inappropriate and unwarranted development.</p> <p>These areas are cited within your own schedule of site appraisals as having been assessed in the Stage 2 Green Belt Review. As I have stated earlier in this consultation, the conclusion, clearly stated, for all three sites is to Exclude from further assessment and retain as Green Belt.</p>
Include files	
Number	Question 46
ID	LPIO411
Full Name	Mr Jonathan Pepper
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>Yes I am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring for the following reasons:</p> <p>The entrances to the market town of Tring from the A41 are of key importance to keep the Market Town feel. The site is Adjacent to Chilterns AONB, is a green belt area (is a green corridor into town) and the site has been overwhelmingly rejected previously.</p>
Include files	
Number	Question 46
ID	LPIO415
Full Name	mr Gary Draper
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>RE; MY-H2 / MY-H1</p> <p>The infrastructure will need to be addressed. The school would need to be made an appropriate size for additional children, there would need to be something in place before the building takes place. Also the road network to the school (Cavendish and Cowper roads) are totally inadequate now so this would be a massive issue.</p> <p>My-h1 has a river running through it and could be a problem also the sewerage system in the village is ,i believe, Edwardian and would question if it would cope with 200 plus houses?</p> <p>The doctors surgery is also inadequate now so would need a proper survey done to rectify!!</p>
Include files	
Number	Question 46
ID	LPIO424
Full Name	Mrs Carole Freed
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 opposed to the developments within Kings Langley (and that includes Shendish!) I.do not want to see Kings Langley become an 'Urban Village', neither do I want it to lose its identity and become part of Hemel. We are a village - a medieval village with royal charter - already at breaking point. To remove the Green Belt status which</p>

	protects our boundary, infill with Apsley and Hemel and increase our already desperate traffic & infrastructure problems, I believe is both naive and a travesty.
Include files	
Number	Question 46
ID	LPIO479
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	<p>Bovingdon</p> <p>Bov-h2 and Bov-h3 are unsuitable for development. In addition to being greenbelt agricultural land and used for the traditional farming practices mentioned and supported in Dacorum's planning strategy, (livestock grazing), this land is not accessible from any of the main roads in the village - Chesham Road, Hempstead Road.</p> <p>The only access is from Homefield Road or Louise Walk, both of which are very small side roads off a residential road, Green Lane.</p> <p>Green Lane is a residential road with a significant amount of on-street parking. It also has limited pavement for pedestrians, on one side only for much of its length, not designed for or capable of accommodating the extra 400+ cars that would come with a development of this size. The road is already used as a cut through/rat run and more houses would exacerbate this.</p> <p>In addition the bottom of Green Lane has historically been susceptible to flooding despite having the 'docks' as an overflow drainage system. Just this year houses at the bottom of Green Lane/High St were flooded when the docks could not cope with the amount of run off from the roads. Houses behind Green Lane would add to the flooding risk as the run off would be onto Green Lane or Chipperfield Road, which would then flow down into the docks.</p> <p>Bov-h1 & Bov-h4 these are both greenbelt sites and their development would mean a significant increase in population - approx 200 homes, plus the 90 already agreed = 600 people or more increase to a village of 4,500. As previously stated the infrastructure, i.e. the primary school, GP surgeries, Dentists, etc. are already at or near capacity and the village is experiencing major problems in the High Street, as evidenced in the Bovingdon Spatial Strategy. It is accepted that new affordable homes are needed for villagers, especially young families, but no development in Bovingdon can realistically be countenanced until and unless major improvements are made to the infrastructure of the village.</p>
Include files	

Number	Question 46
ID	LPIO488
Full Name	Mr Alex Moore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-h 1a. The area around Shendish Manor is far removed from Hemel Hempstead and should not be included in the Hemel proposals. To build on this land would merge Hemel with Kings Langley and spoil the character of the village.
Include files	
Number	Question 46
ID	LPIO492
Full Name	Mr Jonathan Rolfe
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I live in Rucklers Lane and I do not want the new Housing built on that land, traffic in Rucklers Lane is bad enough more cars would not help the situation. There are better suited areas than land in and around Kings Langley. Access is awful for new site , wildlife would suffer. Leave Kings Langley alone , SAVE WAYSIDE FARM !!!!!!!!!!!!!!! Build opposite end of hemel and stay away from our village.
Include files	
Number	Question 46
ID	LPIO493
Full Name	Mr Neil Rumsey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	With regards to the proposed development on shedish, wayside and and love lane the current infrastructure cannot cope at the moment let alone with an extra 900 + houses it would be bedlam let's just take love lane to start with at the moment to get to the high street you have 4 options Langley hill, vicarage Lane, common lane and Coniston road three of these go directly passed schools which are a standstill now let alone if this goes ahead the 4th one is very hard to navigate due to being narrow so are you going to make an extra link onto the a41 bypass from the love lane development , the schools are over subscribed at the moment so can not accommodate an increase of over 500 students. What plans have you got for the wildlife in shendish they have deer running wild which also run throughout the village along with foxes badgers owls and a lot more wayside farm is a valuable asset to the village and as one of only two jersey farms left needs to be saved people come from far and wide for there produce. This is a village not a town the drainage will not cope with the change the bypass was built to stop the excessive traffic through the village but this didn't work so increasing the amount of cars will bring it to a complete stop or are you going to put a toll on lorries going through the village I am completely against these proposed developments there are plenty of other sites with better infrastructure already in place that would be a more viable option
Include files	
Number	Question 46
ID	LPIO494
Full Name	Mrs Tracey Roper
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I strongly oppose development at Shendish Manor and Wayside Farm. Wayside Farm is one of the best things around and brings so much to the village. To lose this would be terrible. The additional traffic that building new homes would bring is not something I believe our village can absorb. The streets of Kings Langley are already saturated with over parking. Illegal parking is often in place and this is not address by the council at present.
Include files	
Number	Question 46
ID	LPIO508
Full Name	Mr John Saunders
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3 Shendish Manor: This is part of Kings Langley. Use of this site would join Kings Langley village with Hemel Hempstead destroying the village feel. Access to the site will cause major traffic problems at either Rucklers Lane or the junction with the A4251.</p> <p>KL-h1 Hill Farm: the development of the site is unsustainable because it is too far from the village centre and will cause even worse traffic congestion into the village high street and add to the problems with school traffic.</p> <p>KL-h2 Rectory Farm: This risks merging Kings Langley village with Hemel Hempstead. It will lead to increased congestion on local roads. Land by the canal could not be developed due to flood risk.</p> <p>KL-h3 Wayside Farm: this development has the possibility of changing the village into a small town. Such unnecessary large scale development of green belt would destroy the character of the village and badly affect it's infrastructure, as well as losing the valuable asset of Wayside Farm used by many of the community. There is already sufficient office space in Hemel Hempstead that is unused, there is no spare rail capacity currently and it's location would add to the bad problems of road congestion in this area on the M25 (both ways), A41 and A4251 at rush hour time (and increasingly at off peak times). The office space used by Imagination in Home Park Mill is likely to become free as the takeover of the company proceeds so there will be too much office space. The other office building opposite Imagination is being converted into flats, showing there is little need for additional office space in Kings Langley.</p>
Include files	
Number	Question 46
ID	LPIO509
Full Name	Debbi James-Saunders
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>HH-h3 Shendish: this is part of Kings Langley/ KL-h1 Hill Farm/ KL-h2 Rectory Farm/ KL-h3 Wayside Farm</u></p> <p>I am opposed to all of the above proposals to develop Green Belt areas in Kings Langley, including the Shendish area, which is in Kings Langley, not Hemel Hempstead. The Green belt protects our boundary, and these developments would completely destroy the character and feel of the village. They would also have a major impact on local wildlife.</p>

	<p>Local roads will simply not cope with the additional traffic that new houses and offices would bring. Traffic is already often grid-locked in Kings Langley High Street. Additional traffic will bring even more congestion along with noise and air pollution. Parking at The Nap and in Langley Hill is already inadequate, usually full with cars queuing to park at most times during the day.</p> <p>New housing will also put additional pressure on already struggling local services including schools, nurseries, GP surgeries and utilities. None of these proposals are sustainable.</p>
Include files	
Number	Question 46
ID	LPIO577
Full Name	Mrs Caroline 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>I am opposed to all the Kings Langley developments including Shendish and Wayside Farm. Wayside Farm is a huge asset to Kings Langley, and people travel a long way now to buy the milk. I am opposed because the infrastructure can't cope and there is nowhere to add new infrastructure, we already have flooding issues in some areas, concreting those over will make it worse.</p> <p>Traffic is a nightmare, parking a serious issues in parts of the village, schools full, doctors surgeries full and employment that doesn't support buying houses in the village. They won't be affordable for local people, but will line the developers pockets.</p>
Include files	
Number	Question 46
ID	LPIO587
Full Name	Mr Keith Gissing
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HHh3 is a non starter. It is green belt, it has poor limited access, its development would put a huge strain on all services which are already at breaking point. Were access into Rucklers Lane considered, this would create a huge traffic problem as, due to parked vehicles, single line traffic is only possible At the traffic lights onto the Hempstead Road, the 'go' period is approximately 8</p>

	seconds allowing two or three cars to legally exit. This is often frustrated by badly parked vehicles and the odd vehicle 'sneaking' a left turn on red from the Kings Langley direction thus reducing the limited opportunity to exit Rucklers Lane. Any more traffic onto this road would make a huge impact on traffic problems and impinge on the lives of residents closest to this part of the lane.
Include files	
Number	Question 46
ID	LPIO604
Full Name	Mrs Elaine Tuck
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3 Shendish Manor: Developing this area would result in the merging of Kings Langley into Apsley and Hemel, making Kings Langley in effect a suburb of Hemel. This would change its village nature and impact adversely on its character and feel. Road infrastructure around the Red Lion crossroads would need to be significantly improved. Insufficient parking within current developments in Apsley is an issue (with cars parked on the road causing traffic problems) so there would also need to be significant parking which would no doubt be costly for developers.</p> <p>KL-h1 Hill Farm: Additional houses so close to Kings Langley schools could result in many existing Kings Langley residents not being able to attend school in their village and having to get in the car to travel to schools in neighbouring villages. This would also have a detrimental impact on the nature of the village.</p> <p>KL-h2 Rectory Farm: I understand that there could be issues with flooding. While it could potentially support some houses, a significant number would have an adverse impact on infrastructure including roads, schools and GP surgery.</p> <p>KL-h3 Wayside Farm: It's unclear that there is additional local need for office accommodation. For example, offices in Apsley appear to be unoccupied (signs advertising vacant space). The farm is a valued part of the community and building on this would negatively impact on the community and feel of the village as many people regularly visit the farm and walk in the surrounding countryside. I have significant concerns about the impact of housing, especially on this scale. Cars are currently backed up to the high street each morning to get onto the A41 and M25 and a development here would exacerbate the situation.</p>
Include files	
Number	Question 46

ID	LPIO652
Full Name	Mr Nick 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>Shendish is in Kings Langley Parish and should be considered as Kings Langley not Hemel Hempstead. I live at Shendish and have paid the Kings Langley precept for over 30 years. Shendish has been within Kings Langley for hundreds of years, way before Dacorum Borough Council existed , and way before Hemel Hempstead expanded closer and closer to the village.</p> <p>I oppose ALL development in Dacorum until we have a fully functioning hospital in the Borough. Access to Watford General Hospital is unsatisfactory/appalling now due to the lack of adequate infrastructure for the current population. My mother in law collapsed a few years ago and it took nearly an hour for an ambulance to arrive.</p> <p>I oppose all development on the green belt in Kings Langley (including Shendish). The infrastructure is not there for the current population and I cannot see where it could be improved.</p> <p>HHh-3 Shendish</p> <p>Building in Shendish would lead to the coalescence of Kings Langley and Hemel Hempstead, and this is something government policy wishes to avoid.</p> <p>Access</p> <p>The access is inadequate. The approach to the bridge at Shendish cannot be widened. The lane itself is a dirt track with tarmac on top. There are no real foundations. When Shendish was considered in the past for development , it was decided that access was inadequate. Part of the reason was ' London Road already suffers from severe congestion at peak times and additional traffic generated by development in this location would exacerbate this problem (for which there are no obvious technical solutions). The junction with London Road would require remodelling to comply with safety standards and there are questions as to whether there is sufficient land available to allow for this (without purchasing additional land or buildings which are in separate ownerships).'</p> <p>The roads have become more congested since so the situation is worse now and of course this conclusion on the congestion on London Road will be relevant for all of the Kings Langley developments.</p> <p>Schooling</p> <p>The report of June 2012 also stated that the 'County Council have advised that new residential development in this location would create particular education planning problems.' That is despite the inclusion of a new primary</p>

	<p>school in the Shendish development. I do not think much has happened to increase secondary school spaces since, so again the problem is still there and again would affect all of the Kings Langley developments. Interestingly the report says, 'Although there is a pressing need for a new school in the Apsley / Nash Mills area, this site is unlikely to be suitable due to issues of accessibility and proximity to Two Waters School'. So that seems to say a primary school on the Shendish site is not feasible.</p> <p>Health</p> <p>Ignoring the ludicrously positioned hospital, the local GP surgery's are overstretched and sometimes it involves a relatively long wait for an appointment.</p> <p>Green Belt</p> <p>This proposal seems to break all of the rules designed to protect an areas green belt status, therefore if this was allowed I cannot see that the rules have any purpose. Again from the 2012 report 'There would also be an impact on the long distance views across the valley side towards Shendish that are noted as an important characteristic of the town.' Is it still important? There is a lot of wildlife at Shendish. They need some space to live. Many people utilise the footpaths here and I would suggest it provides major recreational benefit to the community.</p>
Include files	
Number	Question 46
ID	LP10698
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	<p>Yes - As I live in Tring I feel I can only comment in detail about the proposed sites in my area</p> <p>However one general comment - I believe we should enable well planned and structured development in certain green belt areas.</p> <p>Without growth into certain green belt there will not be enough space for quality housing expansion required. The objective of green belt as defined in the 1930s was to prevent urban sprawl. Clearly we do not want to have a free for all on development, but we should not delude ourselves that the significant expansion required to house our children's generation will be achieved within the current designated areas. We need to have family homes with gardens not more cramped town centre apartments.</p>

	<p>Tr-H1 this is an example of where sensible development of the Tr- H1 (perhaps 200- 300 homes) along Tring Station Road would help connect Tring to the station, a logical use of green belt for housing development. I would support this limited development assuming infrastructure was put in place to support it.</p> <p>Tr-H4/5 Dunsley Farm - I would not support the current proposal for retail, industrial and warehouse developments. It would also be more sensible to put housing development in Tr-H1 than here. Any development on this site would have a very negative effect on the aesthetically pleasing entrance to the historic town of Tring so should not be allowed.</p> <p>Tr-H2,3,and 6 - these greenfield sites should be secondary to Tr-H1 and therefore as the growth of Tring should be limited to no more than 20% are not required.</p>
Include files	
Number	Question 46
ID	LPIO731
Full Name	Mr Miguel Patel
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 respect of the proposed development of Wayside Farm Greenfield site (denoted as KL-h3 in the site appraisal document, DBC is ignoring the findings of its own <i>Stage 2 Green Belt Review and Landscape Appraisal</i>, which presents the following assessment:</p> <p><i>Particularly as a result of local topography, this sub-area plays an important role in maintaining separation between Kings Langley and Abbots Langley. Its release would further reduce this gap in both physical and perceptual terms and would compromise the integrity of the overall gap, thus impacting upon the ability of the wider Green Belt to meet this purpose. While there are some urbanising influences at the fringes, particularly in the north, the sub-area retains a largely rural and open character with a strong relationship with the countryside. Overall, the release of much of the sub-area would represent severe encroachment on a valuable area of countryside.</i></p> <p>The report concludes:</p> <p><i>(The) sub-area would compromise the ability of the wider Green Belt to meet its purposes. Exclude from further consideration.</i></p> <p>In the scenario that 'exceptional circumstances' are deemed applicable and, as such, development on the</p>

	<p>greenbelt is permitted, the above findings preclude the consideration of the proposed development of this site.</p> <p>Furthermore, the consultation document does not offer compelling evidence that the criteria Government's Housing White Paper on making changes to greenbelt boundaries have been fully considered:</p> <ul style="list-style-type: none"> <i>making best use of brownfield sites and supporting their regeneration;</i> <p>To my knowledge, the full extent of brownfield site development is yet to be explored.</p> <ul style="list-style-type: none"> <i>making best use of land which is currently underused, including land owned by the public sector;</i> <p>Wayside Farm is an extensively used site, both in terms of its status as a viable, profitable business and as an important area for biodiversity and recreation. As demonstrated by the landscape appraisal, development of this site would significantly degrade the character of the area.</p>
Include files	
Number	Question 46
ID	LP10754
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 have reviewed the sites within the appraisals and although some of the boundaries are unclear, it appears that some of the sites identified contain playing field, part of a playing field, a sports facility or would prejudice the use of such a facility. The sites are as follows:</p> <ul style="list-style-type: none"> HH-h1a&b – North of Hemel Hempstead – the site boundary appears to include Grove Hill playing fields, this site is listed within the Playing Pitch Strategy as being of strategic importance to football and should be protected by the local plan. Be-h2 – Haslam Fields, Shooters Way - the site includes Berkhamsted School's Haslam Fields detached playing field. It is understood that there are proposals to replace the playing fields on the school's nearby Haresfoot campus which would be acceptable in principle subject to the replacement facilities being equivalent or better in quantity and quality and the facilities being phased to ensure continuity of provision. Any site allocation policy for this site should require development to be subject to these criteria to accord with paragraph 74 of the NPPF. Consideration should also be given to allocating the replacement playing field site for playing field

use to establish the principle of this use allocation given the Green Belt location of the Haresfoot campus. This would also help provide certainty in relation to the delivery of any residential allocation on the Haslam Fields site.

- Tr-h5 – Land at Dunsley Farm, London Road – The allocation of this site would impact on and possibly prejudice the adjacent sports facilities by the introduction of residential properties and greater considerations of amenity any proposal would require an impact assessment to ensure that there are no impacts from adjacent cricket, ball strike etc. The Playing Pitch Strategy (PPS) also highlights that the current cricket provision is overplayed. The allocation of this site would cause the loss of potential areas for expansion of sports facilities.
- Tr-h6 – Land North of Icknield Way - the site boundary appears to include a football site.
- Bov-h3 – Land r/o Green Lane/Louise Walk - the site boundary appears to include Bovingdon Football Club which is highlighted in the PPS as being overplayed and Bovingdon and Flaunden Tennis Club which is seeking to expand use by introducing floodlighting to the courts.

Where some of these sites are highlighted within the PPS, or contain pitches and the evidence base highlights a deficiency in provision there is a conflict within the policies. Therefore, the extent of development in these locations should account for the need to maintain such facilities and site policies should require the facilities to be protected or replaced. The loss of the playing fields without an agreed compensatory project being implemented would not accord with Sport England's playing fields policy or paragraph 74 of the NPPF. Where replacement playing field provision is proposed, related site allocations should be made in the plan to provide certainty and site allocation policies relating to development allocations should set out criteria to guide the development of replacement facilities in accordance with paragraph 74 of the NPPF

In addition, a number of potential sites for new sports facility developments have been highlighted in the Council's Playing Pitch Strategy action plan. This detail is derived from the Dacorum Borough Council's Site Allocations DPD and Local Allocation master plans. These include the following proposed site and local allocations:

- Land at Durrants Lane and Shootersway, Berkhamsted;
- Bunkers Park/Bunkers Lane, Hemel Hempstead;
- LA5 Icknield Way, West Tring; Tring Secondary School and associated detached playing fields at Dunsley Farm off London Road.

The Council will be aware of Sport England's role as a statutory consultee on planning applications affecting playing fields. To avoid potential objections and delays at a later date if these sites are allocated for development

	<p>which may affect their delivery, it is advised that discussions take place with Sport England before any allocations affecting playing fields are proposed in the pre-submission version of the local plan. Further advice can be provided on how our concerns could be potentially addressed as well as advice on how to avoid some of the problems experienced by other local authorities who have allocated playing fields for development in their local plans.</p>
Include files	
Number	Question 46
ID	LPIO757
Full Name	Mr Kelvin Archer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h1a and HH-h1b</p> <p>I live at the bottom of Dodds Lane on the outer edge of Piccotts End and have done for many years. It is a single track road and both loved and used by the local community. On a daily basis I see walkers, runners, cyclists and Horse riders enjoying what is a beautiful location in what I thought was a conservation area. A public footpath starts opposite my house and continues on up the lane and on from there. The paths spread out over exactly the site that you are proposing to build on. Check these paths and you will find that they are well used. The views from the top are stunning. This area is a haven for wildlife, I see little owls, partridges and hares in the winter and the fields are alive with mammals, birds and insects in the summer.</p> <p>All this will be lost if this development goes ahead. Surely we want to keep this fabulous rural area as it is.</p> <p>As you drive into Hemel along the Leighton Buzzard road it looks rural and we have a green corridor, please keep this as it is.</p> <p>If this goes ahead the north part of Hemel will look awful as urban sprawl and will be seen both from the bottom of the Gade Valley and the tops of Galley Hill and any other high point in the area.</p> <p>Dodds Lane and this area must be left alone please think carefully before you "pave over paradise and put in a parking lot"!</p>
Include files	
Number	Question 46
ID	LPIO758

Full Name	Mr Kelvin Archer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h1a and HH-h1b</p> <p>I live at the bottom of Dodds Lane on the outer edge of Piccotts End and have done for many years. It is a single track road and both loved and used by the local community. On a daily basis I see walkers, runners, cyclists and Horse riders enjoying what is a beautiful location in what I thought was a conservation area. A public footpath starts opposite my house and continues on up the lane and on from there. The paths spread out over exactly the site that you are proposing to build on. Check these paths and you will find that they are well used. The views from the top are stunning. This area is a haven for wildlife, I see little owls, partridges and hares in the winter and the fields are alive with mammals, birds and insects in the summer.</p> <p>All this will be lost if this development goes ahead. Surely we want to keep this fabulous rural area as it is.</p> <p>As you drive into Hemel along the Leighton Buzzard road it looks rural and we have a green corridor, please keep this as it is.</p> <p>If this goes ahead the north part of Hemel will look awful as urban sprawl and will be seen both from the bottom of the Gade Valley and the tops of Galley Hill and any other high point in the area.</p> <p>Dodds Lane and this area must be left alone please think carefully before you "pave over paradise and put in a parking lot"!</p>
Include files	
Number	Question 46
ID	LP10788
Full Name	Mr John Shaw
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3 Shenley :- This is unsuitable for development as it is on Green Belt land which provides a necessary barrier between Kings Langley and Apsley/Hemel Hempstead, stops urban sprawl, the merger of one</p>

	<p>settlement with another and helps to maintain the character and individuality of Kings Langley as a village.</p> <p>KL-h1 Chipperfield Road/Love Lane :- This is unsuitable for development as it is on Green Belt land with very poor access onto Love Lane. It is remote from Kings Langley linked only by very minor congested lanes. The traffic generated morning and afternoon by the adjacent schools is already far in excess of the capacity of the existing lanes and a development here would greatly exacerbate the situation and completely change the nature of this area.</p> <p>KL-h2 Rectory Farm:- This is unsuitable for development as it is on Green Belt land which provides a necessary barrier between Kings Langley and Apsley/Hemel Hempstead, stops urban sprawl, the merger of one settlement with another and helps to maintain the character and individuality of Kings Langley as a village.</p> <p>KL-h3 Wayside Farm:- This should not even be considered for development. It is a working thriving business, one of two remaining dairy farms in Hertfordshire providing excellent services with its raw milk and farm shop to the village and sited on Green Belt land. The traffic on the adjacent A4251 and A41 already far exceeds the capacity of the M25/A41 roundabout backing up into Kings Langley so the effect of a further 1100 homes, schools and business would be overwhelming. In addition a development of this size would completely change the character of Kings Langley from a village to a suburb which is totally unacceptable. This Green Belt land must remain as a farm and provide the necessary 'lungs' for the area.</p>
Include files	
Number	Question 46
ID	LPIO810
Full Name	Mrs Suzanne Lazenbury
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish Farm is part of Kings Langley. If this goes ahead then Hemel Hempstead would engulf Kings Langley as Rucklers Lane would be completely swallowed by Hemel Hempstead. There is also a major problem with access as irrespective of whether access is provided via Rucklers Green or the garage near the bottom of Rucklers Lane, Hertfordshire Highways could argue that Rucklers Lane and the A4251 would not be able to take the traffic.</p> <p>Hill Farm is unsustainable as the site is remote from the centre of the village. This would also cause coalescence between Kings Langley and Hemel Hempstead.</p>

	<p>The Rectory Farm site was removed from the Local Plan nearly 20 years ago because of an electoral promise to prevent the threat of coalescence between Kings Langley and Hemel Hempstead. If development takes place on Rectory Farm this would cause coalescence which is unacceptable. The site would also bring pressure to the road network and local infrastructure which is also already at breaking point.</p> <p>Wayside Farm would create coalescence and would have an enormous harmful effect on the village character and infrastructure. The proposal would involve the loss of one of the few dairy farms left in the county. After Brexit we are going to need to become more self sufficient in feeding ourselves and we should not be considering removing a successful dairy farm. It was suggested in the consultation document that the farm would be ideal for officespace because of its proximity to the railway station however the farm is located at the junction of the M25 and there is already chronic traffic congestion at this location.</p>
Include files	
Number	Question 46
ID	LP10900
Full Name	Mr Ian 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>Berkhamsted in general does not have existing infrastructure or capacity to support new housing developments at the levels proposed.</p> <p>With reference to Ivy house lane the site has issues with access, water supply and drainage issues. The site is accessed only by single track country lanes which would require the building of pavements and lighting and the would also lead to the loss of green belt in order to meet adopted road requirements</p> <p>There are also too many pinch points for traffic that needs to access the town and the by pass eg Gravel Path and Bank Mill.</p> <p>The land is heavily sloped which would make drainage a major issue.</p> <p>Like wise its distance from shops, schools and the station would make it heavily car dependent thus adding to major congestion at the pinch points and poor air quality in general and the town itself.</p>
Include files	
Number	Question 46
ID	LP10920
Full Name	Mrs Lindsey O'Brien

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 not want any developments in Kings Langley or on Shendish Manor either. The main reasons are:</p> <ul style="list-style-type: none"> - Pollution- with an average of 2 cars per household we are talking about in excess of 6,000 additional cars being on the roads in kings langley. The effect of pollution on the residents and environment will be unmeasurable. - Impact on traffic and congestion on the village and residents- as stated in previous answer , particularly Rucklers Lane is simply not able to cope with this kind of a development. This cannot be resolved either because if access is given via Rucklers Lane for the development, the road is not designed for this many vehicles. It is already a built up, busy road. The congestion at the traffic lights at the bottom of rucklers lane is already horrendous. Of a morning during rush hour it can take approx 4 minutes to get through these lights. I cannot even imagine what would happen if a development was to be built and the impact this would have. The road cannot be widened due to houses being on either side, so there is no solution to this problem. I also have grave concerns for safety of scouts, horse riders, cyclists, vehicles and children playing. As mentioned previously re the blind bend on rucklers lane, it will be a matter of time before there is a fatality. - It will destroy the ethos and character of the village - Impact on Watford General Hospital (to facilitate all extra residents of the development. Watford General's current CQC result is requires improvement, this can only get worse with all the extra patients it will incur as a result of these developments) - Wildlife and countryside will be destroyed - Drainage issues that will happen as a result of fields and woodland being destroyed - water will no longer be absorbed and will have to go somewhere. Rucklers Lane already floods during heavy rainfall, this would only get worse. - I want my children to be able to have the same childhood I had, growing up around fields and woodlands with animals around them, not cars, pollution and traffic and congestion. - Kings Langley will become a town not a village anymore and the entire character of this family centered village will be destroyed beyond recognition.
Include files	
Number	Question 46
ID	LPIO951
Full Name	Ms Stephanie Knowles

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Shendish is part of Kings Langley village and should remain so.
Include files	
Number	Question 46
ID	LPIO962
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	<p>I would strongly oppose development on any more Green Belt sites around Tring. The policy direction clearly indicated by such development would be that all the Green Belt land surrounding Tring would be used up and the settlement would then abut directly onto the Chilterns AONB with its line of hills & the beech woods SAC at Ashridge, & Aldbury valley.</p> <p><u>Tr-h1 Land to North of Station Road, Tring.</u> This is a highly sensitive and large site of some dozen cornfields (130 acres approx.) bounded by hedges, which is crucial to the whole surrounding area. The NW boundary is formed by Marshcroft lane which passes between this site and site Tr-h2. It is a delightful rustic lane bordered by hedges on both sides of shrubs & small trees, which are full of flocks of birds at all times of year & bordered by drifts of white cow parsley in spring. Marshcroft lane is an important recreational area & a large number of people from the surrounding area use the lane every day for walks especially at the weekends when many families walk their children & dogs. The lane with its hedges forms an important wildlife corridor leading down to the 200 year old woodlands bordering both sides of the historic Tring Summit of the Grand Union Canal. This continuous belt of woodland, with its footpaths either side, is joined onto the wildlife corridor of Marshcroft lane, which leads down to a unique deep canal bridge spanning the Tring cutting where views open out of farmland and the Chiltern AONB with its beech wood covered hills. At all costs the lovely unspoilt country lane of Marshcroft must be preserved in its pristine state & not concrete curbed, but kept as a historic gateway to the wooded slopes of the Grand Union Canal & to the Chiltern area of outstanding beauty beyond so it can continue to be enjoyed as an important leisure area joining the footpaths running beside the canal. On no</p>

account most importantly, should a Tring NE distributor road be built joining the sites Tr-h1, Tr-h2 & Tr-h3. Apart from preventing the lovely Marshcroft lane being used as a quiet & traffic free area for families to safely walk their children & dogs it would have the effect of completely cutting off quiet & traffic free pedestrian access from the large Grove Road residential area to the Grand Union Canal & the Chilterns AONB beyond. This effect is well demonstrated by fact that Tring Park is strikingly underused despite its beauty & amenities because the A41 bypass psychologically cuts it off from Tring.

Tr- h2 Land west of Marshcroft Lane. This small area of Green Belt farmland again borders Marshcroft Lane & the same arguments against developing it apply as to Tr-h1.

Tr - h3 Land at Icknield Way/ Grove Road (New Mill). This is a substantial area of Green Belt (36 acres approx.), being a delightful area of meadow land containing a surprisingly large variety of meadow flowers, including several clover species & yellow rattle which enhances the quality of the plant species. Such Meadows now are a rare habitat, and this one is of good quality & the farmer gets a good grass crop off it. It is bounded by hedges & small trees with another hedge dividing the meadow into two fields. The flowers are valuable for bees, butterflies & other insects. The hedges contain a wide variety of berry & seed bearing shrubs & trees, and attract many bird species being a valuable winter food source. Lapwings can be seen in the adjoining fields in winter, and skylarks sing in the meadows in summer which is a delight. The field is very popular with walkers throughout the year, & especially with dog walkers. It would be a tragic loss if these fields were built over& lost forever.

However the site is substantially screened from the roads by existing houses & by hedges, but because the field next to Icknield Way rises to a summit, the roofs of houses will be visible from high ground in the AONB, and will be seen against the line of the Chiltern Hills. A feeder road could be constructed from Icknield Way, if a new roundabout or suitable junction provided & Icknield road widened as necessary, However it would be most unwise to connect to Grove Road, as this forms a short cut through from the A41 to Icknield way via Cow Lane. Traffic volumes have increased enormously since the millennium, with numerous vans delivering food & other items ordered over the internet, with many service vans, plumbers, workmen & gardeners, and by heavy lorries bringing soil & materials to and from construction sites, in addition to the numerous cars. Consequently the Highway Authority seem unable to repair & maintain Grove Road adequately. Their previous effort at resurfacing was lamentable, resulting in corrugations like a rucked carpet. Recently they have resurfaced to a better standard, but have only been able to resurface half the length of Grove Road, and the rest remains in a bad state, especially with many pot holes round the speed bumps, which will be exacerbated by the coming winter. An additional 900 people from this site alone will hardly improve matters, along with the other

infrastructure of overstretched schools & medical facilities.

Tr-h4 Land at Station road/ Cow lane, Tring This triangle of grassland (8 acres approx.) fronts (and is part of) the Pendley Area of Outstanding Natural Beauty, mainly a heavily wooded area, fronting onto the length of Station road, containing a designated park & gardens, the historic site of Pendley village dating back as far as the 4th Century, and Pendley Manor to before the Norman Conquest. The present Manor House dates to 1872 & is listed Grade II & serves as a luxury Hotel. To Cow lane there are buildings and open grassy spaces providing sporting facilities. The journey along Station road to the station is a wholly rural one, lined with fine trees on each side & with cornfields to the left & woodland to the right, with the Court Theatre & a few houses scattered in the trees, with beyond the fields of Pendley Farm, & after crossing the Grand union Canal, the small hamlet at Tring Station.

The grassy triangle of land under consideration is enclosed on the other two sides by Station road & Cow lane, with hedges & trees to both sides, and appears to be mown, but from cursory examination does not appear to be of much particular wildlife value. It has been proposed that some 50 houses could be built here.

If screening by hedges were increased, there might not be too much detriment to the area, except obviously there might be some reduction in the rural feel. It would act as a slight extension of the existing settlement to the east, as there are already houses to the west & southwest of the junction. However such development would cumulatively add to the existing substantial pressures on the existing infrastructure: traffic, schools & medical facilities.

However the development proposed on the very large site Tr-h1 (as to which please see the comments & objections above under Tr-h1), would be an entirely different matter, it would add another junction onto Station road carrying a large added volume of cars, and apart from destroying a large area of Green Belt pleasant farmland, will completely destroy the rural feel to Station road and the setting of the Chiltern AONB surrounding Pendley Manor. It would also be a very large extension of the envelope of the built settlement to the east joining up with the hamlet at Tring station, and completely negating the purpose of this Green Belt, which is to prevent endless sprawl and the joining up of existing settlements. The built settlement will then abut directly onto the Chiltern AONB without any buffer.

Even worse would be the construction of the NE distributor road

Include files	
Number	Question 46
ID	LP10970
Full Name	Mr Gary Jobsey
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>From the Forward to this Portal (https://documents.dorsetcouncil.gov.uk/portal/planning/plo/lo/?portalId=4764308) it is clear from the sixth paragraph that recognition has to be given to the protection of the character of the towns, villages and countryside. Whilst there is undoubtedly some scope for planned development in the towns and still being able to maintain their character, with the villages, and particularly with Kings Langley, this will be almost impossible. It should also be remembered that Kings Langley is a historic village with a wonderful charm of its own and some glorious countryside on its doorstep.</p> <p>Regarding specific sites:</p> <p>HH-h3 Shendish: Any development of this proposed site is likely to result in an additional strain on traffic flow along the A4251 which is already problematic. It would necessitate access being given via the A41 by the creation of a new junction and at a minimum a new roundabout. This in turn could cause it's own problems with traffic cutting through to Apsley etc. The enlarged Shendish estate will then butt up to Rucklers Lane and almost extend Hemel Hempstead onto Kings Langley, with the risk of a loss of character. Ruckler's Lane and lanes adjoining it such as Barnes Lane would also suffer from a surge in traffic. Again there is a risk of the loss of countryside feel to these lanes. Many people use these lanes for cycling, walking, jogging, horse-riding as current traffic is very light.</p> <p>KL-h1 Hill Farm: This proposed development would be too far from the village centre so that most householders would probably drive to get there. There is already a lot of traffic congestion in this area especially with the schools being nearby, and parking in the village centre is already inadequate. The village would struggle to cope with the extra traffic that this would create.</p> <p>KL-h2 Rectory Farm: This proposed development alongside the A4251 would certainly be visible and in appearance Kings Langley would become more bloated than at present with the risk that some of it's character could be lost. I also understand that there is a potential flood risk with it being so close to the canal. The additional traffic is also a problem.</p> <p>KL-h3 Wayside Farm: This is a working farm and only one of two with Jersey cattle in Hertfordshire. Its development into a housing estate with office space would certainly damage the character of Kings Langley. With up to 2,000 houses being built, major traffic problems along the A4251 would be almost certainly be guaranteed and very likely the M25 and into Watford as well, not to mention the rail service and parking. Like may people I enjoy using the public footpaths across Wayside Farm. Within a very short distance you are transformed from village to wonderful open countryside.</p>

	Walking through a housing estate will not have the same appeal.
Include files	
Number	Question 46
ID	LP10998
Full Name	Mr Dominic Lawrance
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Re Site Be-h4 (Land between Durrants Lane / Bell Lane / Darr's Lane):</p> <p>This is Green Belt land and therefore, according to longstanding government policy, can only be developed if "exceptional circumstances" require such development.</p> <p>Two distinct sites have been treated as one here. They require separate consideration, as there are significant differences between their settings and the visual impact which would be created by development.</p> <p>(1) LAND BETWEEN BELL LANE AND DARR'S LANE</p> <p>This site is opposite the southern edge of the National Trust-owned Ashridge Estate, although it is separated from it by Northchurch High Street and the existing development which is clustered in the valley. The middle and southern parts of the site, being relatively high, are clearly visible across the valley from parts of the Ashridge Estate. A housing estate on the site would seriously damage views from the Ashridge Estate and, in consequence, the enjoyment which is derived by the many local people and visitors who come to the estate to walk or cycle. One of the functions of designation of land as Green Belt in this area is so that it provides a visual buffer for the Area of Outstanding Natural Beauty, which obviously includes the Ashridge Estate. The need for this buffer is as strong, if not stronger, than ever.</p> <p>The schedule of site appraisals notes that the site slopes steeply downwards towards the north, making building at the northern end of the field difficult. However:</p> <p>(a) building at the southern end of the field would have far greater visual impact for local residents, as it would ruin views from Shootersway across to the Area of Outstanding Natural Beauty on the opposite side of the valley;</p> <p>(b) as noted above, development at the southern end of the field would cause unacceptable damage to views from the Ashridge Estate / the Area of Outstanding Natural Beauty; and</p> <p>(c) there are large depressions on the south-eastern edge of the field which are understood to be the result</p>

of sink holes, and which would potentially pose engineering problems for any development in the affected areas.

The schedule of site appraisals states that development at the southern end of the site would be "well-related to established educational and residential uses along Shootersway". This gives a highly misleading impression. The western end of Shootersway is very rural, with a scattering of cottage-like houses on one side. A large housing estate on this site would be entirely out of character with the western end of Shootersway, as it stands, and would cause unacceptable harm to the rural character of this area.

Any development at the plot would inevitably result in significant additional traffic passing (a) along Northchurch High Street, which has already been designated an Air Quality Management Area due to high NOx levels, and (b) along Shootersway, which is already subject to severe peak time congestion at the junction with Kings Road. The distance from the plot to the centre of Berkhamsted is significant - it is not a walkable distance - so any development would result in extra traffic passing to and from the station, to and from local supermarkets, etc. The impacts in terms of additional congestion and pollution would need to be given serious consideration.

Although the plot is farmed, it currently includes patches of un-farmed land which are left for wildlife. The light woodland / undergrowth to the sides of Bell Lane is also available as a habitat for birds and animals. The field is frequently occupied by larks in spring/summer. On summer evenings there are a great number of bats. The field is also much used by local tawny owls, whose calls can frequently be heard and which are occasionally seen perching on trees next to Bell Lane.

The designation of this highly attractive rural area as Green Belt land, and its consequential protection from development, is as appropriate and necessary as ever. The Council's independent planning consultant has recently (December 2016) recommended that it remain protected from development. A decision to ignore that recommendation would be very difficult to justify.

(2) LAND BETWEEN BELL LANE AND DURRANTS LANE

This somewhat smaller plot does not extend as far up the hillside. It is considered that the visual impact of development of this plot on the Ashridge Estate and the wider Area of Outstanding Natural Beauty would somewhat less serious than development of the land between Bell Lane and Darr's Lane, discussed above.

New housing on the plot between Bell Lane and Durrants Lane would abut onto existing housing in Westfield Road / Chaucer Close. The setting here is already residential to the north. A band of woodland to the south would provide a buffer against further development and would help to soften the visual impact of any development.

Any new housing here would need to be accessed from Durrants Lane. Access could not be from Bell Lane, which is extremely narrow and runs between high, lightly wooded banks. Due to the positioning of existing

	<p>properties, it would not be possible for Bell Lane to be widened and the lane cannot safely take any more traffic. Existing light woodland between Bell Lane and the plot would need to be retained to avoid unacceptable harm to the rural character of Bell Lane and for the protection of wildlife (see above).</p> <p>Any development at the plot would inevitably result in significant additional traffic passing (a) along Northchurch High Street, which has already been designated an Air Quality Management Area due to high NOx levels, and (b) along Shootersway, which is already subject to severe peak time congestion at the junction with Kings Road. The distance from the plot to the centre of Berkhamsted is significant - it is not a walkable distance - so any development would result in extra traffic passing to and from the station, to and from local supermarkets, etc. The impacts in terms of additional congestion and pollution would need to be given serious consideration.</p>
Include files	
Number	Question 46
ID	LPIO1046
Full Name	Dr Benjamin Heydecker
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 of site KL-h1 would generate additional demand for transport that would lead to an excessive load on the transport network, in particular on the roads between that location and King's Langley High Street/Hempstead Road, as well as on the A4251 where it approaches the M25 motorway at junction 20. There is little expansion possible in this road network. Access to King's Langley railway station would be by motorised transport for almost all users. The rail service to London Euston is in any case heavily loaded and overcrowded during peak periods. A direct consequence of this additional motor traffic loading on the road network will be environmental impacts including reduced air quality, increased noise and increased risk of traffic injury that will affect residents in general and pupils at the three schools in King's Langley (Rudolph Steiner School, Kings Langley School and Kings Langley Primary School). Development of this site would also remove landscape views from the Kings Langley School, which is adjacent to it: these views would be replaced by residential development.</p> <p>Development of site KL-h2 would generate additional demand for transport that would lead to an excessive load on the local transport network, in particular on the roads between King's Langley High Street on the A4251</p>

	<p>where it approaches the M25 motorway at junction 20. There is little expansion possible in this road network. A direct consequence of this additional motor traffic loading on the road network will be environmental impacts including reduced air quality, increased noise and increased risk of traffic injury. The rail service to London Euston is in any case heavily loaded and overcrowded during peak periods.</p> <p>Development of site KL-h3 would generate additional demand for transport that would lead to an excessive load on the transport network, in particular on the A4251 including King's Langley High Street/Hempstead Road and on the approach to the M25 motorway at junction 20. There is little expansion possible in this road network. Access to King's Langley railway station would be by motorised transport for most users. The rail service to London Euston is in any case heavily loaded and overcrowded during peak periods. A direct consequence of this additional motor traffic loading on the road network will be environmental impacts including reduced air quality, increased noise and increased risk of traffic injury that will affect residents in general and pupils at the Rudolph Steiner School, which is adjacent to it: the current landscape views would be replaced by residential development.</p>
Include files	
Number	Question 46
ID	LPIO1059
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	<p>The land surrounding Blegberry Gardens, Shootersway (Be-h6) is totally unsuitable for further development. This land is regularly used agricultural land adjacent to very large private houses, is on a steep slope towards the A41 and a very noisy location. The surrounding woodlands house numerous mammals badgers and foxes and birds including nesting Red Kites and Buzzards. It is also opposite the Bearoc Park development which has already severely depleted local water pressure and sewerage capacity and greatly increased the number of vehicles using the residential Shootersway. Persons living this far out of the centre (as seen from new Bearoc Park residents) all use cars in order to travel – there is no public transport available and would in any case not be suitable to travel along the narrow local roads.</p>

	Specifically regarding the Blegberry Gardens site - The impact of proposed sites on the rural gateway to Berkhamsted, AONB and our semi rural environment is most important. The Dacorum Landscape Character Assessment states the areas to the South and West of the town are identified as constituting the “Ashlyns and Wigginton Plateau” whose key characteristics consist of a gently undulating plateau, parkland, grassland and ley crops and extensive mixed woodland. The recommendation of the Landscape Assessment (which is currently Supplementary Planning Guidance) is to “improve and preserve” this zone. Dacorum is one of the few Local Authorities to have detailed character and landscape area assessments. We feel these are integral to preserving the character of our Town and the surrounding areas.
Include files	
Number	Question 46
ID	LPIO1108
Full Name	Miss Melanie Mackney
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Tr-h1 Tring station having lived here for many years it makes sense to have housing near the station
Include files	
Number	Question 46
ID	LPIO1118
Full Name	Miss Melanie Mackney
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	With regards hh-1a hh-1b hh2 piccotts End area not meeting some of your own objectives to preserve historical & attractive areas, with the oldest medieval paintings in the village & one of the only village locations so close to town, it’s also very close to the river. has flooding issues, traffic has just begun to be diverted from the old A4147 o my to be brought back & multiplied

	the road at water End is not suitable for heavy traffic which would inevitably come from more housing, there are no facilities either
Include files	
Number	Question 46
ID	LPIO1129
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	<p>Whilst I do not like any of the options and am totally opposed to any development on Green Belt I would like to highlight the following</p> <p>Be-h6 - The land surrounding Blegberry Gardens, Shootersway. This field is totally unsuitable for further development. This land is (a) regularly used for agricultural, (b) is adjacent to houses, (c) is on a steep slope towards the A41 and (d) suffers from noise and air pollution being close to the A41. The surrounding woodlands house numerous mammals including badgers, foxes and hedgehogs as well as nesting birds including Red Kites and Buzzards. It is also opposite the recent Bearoc Park development which has already severely depleted local water pressure and sewerage capacity and has greatly increased the number of vehicles using the residential Shootersway. Persons living this far out of the centre (as seen from new Bearoc Park residents) all use cars in order to travel – there is no public transport available and the pavements are inadequate along much of Shootersway.</p> <p>Be-h8 - Berkhamsted Golf range. This is an out of the way site bordering the Chilterns. I understand that permission has been sought to build a residential care home and some housing. Since Berkhamsted is short of accommodation for the elderly, this would be a lovely setting for a care home. It would be good if the housing were affordable and available for care workers.</p> <p>Be-h2 Haslam Fields. Since the school no longer wants these playing fields and they are not surrounded by other housing this would seem a reasonable option for development if essential.</p> <p>BE-h1 land south of Berkhamsted. If Berkhamsted is forced to build 900 new units or more this is probably the best site since it will also allow for new infrastructure including new roads and a primary school.</p>
Include files	
Number	Question 46
ID	LPIO1159

Full Name	Mrs Morris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The building on the sites identified in Berkhamsted, e.g. BE-h1/h2/h4 would increase traffic and the overall congestion to such a degree that anything once seen about the town as pleasant would erode quickly.
Include files	
Number	Question 46
ID	LPIO1179
Full Name	Mrs Saunders
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Tr-H1 I do not support this proposal at all. It is outside the current town boundary. It would mean building on land that is known to flood - which would mean it more likely that the canal which borders this site would also be more prone to flooding. Tr-H5 Dunsley Farm - I would not support the current proposal for retail, industrial or warehouse developments. Any development on this site would severely effect the aesthetically pleasing entrance to the historic town of Tring, so should not be allowed. The development of this site has been overwhelmingly rejected previously.
Include files	
Number	Question 46
ID	LPIO1190
Full Name	Ms G Puddiphatt
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I greatly oppose the proposed green belt development Be-h4 Land between Durrants Lane / Bell Lane / Darr's Lane (two sites) in Northchurch. The proposed development would ruin views from National Trust Land

	<p>at Ashridge and destroy the rural character of Bell/Darrs Lane.</p> <p>There will be significant traffic build up with major tailbacks because of the further 250 houses <i>to be built</i> further along Shootersway, adding to the problem due to the 180 houses <i>already built</i>.</p> <p>Development on this land would result in huge loss of wildlife - currently larks, tawny owls and bats. Its an area of outstanding natural beauty.</p> <p>Berkhamsted has already delivered double the number of homes per annum and the increase in development in this area will increase the strain on infrastructure in the area. I don't see how this is sustainable.</p>
Include files	
Number	Question 46
ID	LPIO1235
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	<p>Bov-h2 and Bov-h3 are unsuitable for development. In addition to being greenbelt agricultural land and used for the traditional farming practices mentioned and supported in Dacorum's planning strategy, (livestock grazing), this land is not accessible from any of the main roads in the village - Chesham Road, Hempstead Road. Homes on these plots would add totally unacceptable and dangerous increases in traffic onto already crowded residential roads.</p> <p>The only access is from Homefield Road or Louise Walk, both of which are very small side roads off a residential road, Green Lane.</p> <p>Green Lane is a residential road with a significant amount of on-street parking. It also has limited pavement for pedestrians, on one side only for much of its length, not designed for or capable of accommodating the extra 400+ cars that would come with a development of this size. The road is already used as a cut through/rat run and more houses would exacerbate this.</p> <p>In addition the bottom of Green Lane has historically been susceptible to flooding despite</p>

	<p>having the 'docks' as an overflow drainage system. Just this year houses at the bottom of Green Lane/High St were flooded when the docks could not cope with the amount of run off from the roads. Houses behind Green Lane would add to the flooding risk as the run off would be onto Green Lane or Chipperfield Road, which would then flow down into the docks.</p> <p>Bov-h4 is a greenbelt site and again all access would be via existing residential roads onto the busy crossroad junction at the northern end of the High Street at Chesham and Hempstead Roads currently more than 77,000 vehicles each week.</p> <p>The best of the four options is Bov-h1 which does not rely on access through residential roads and could potentially access the North Western end of Green Lane or Chesham Road.</p>
Include files	
Number	Question 46
ID	LPIO1238
Full Name	Miss Kylie 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>In respect of the proposed development of Wayside Farm Greenfield site (denoted as KL-h3 in the site appraisal document, DBC is ignoring the findings of its own <i>Stage 2 Green Belt Review and Landscape Appraisal</i>, which presents the following assessment:</p> <p><i>Particularly as a result of local topography, this sub-area plays an important role in maintaining separation between Kings Langley and Abbots Langley. Its release would further reduce this gap in both physical and perceptual terms and would compromise the integrity of the overall gap, thus impacting upon the ability of the wider Green Belt to meet this purpose. While there are some urbanising influences at the fringes, particularly in the north, the sub-area retains a largely rural and open character with a strong relationship with the countryside. Overall, the release of much of the sub-area would represent severe encroachment on a valuable area of countryside.</i></p> <p>The report concludes:</p> <p><i>(The) sub-area would compromise the ability of the wider Green Belt to meet its purposes. Exclude from further consideration.</i></p>

	<p>In the scenario that ‘exceptional circumstances’ are deemed applicable and, as such, development on the greenbelt is permitted, the above findings preclude the consideration of the proposed development of this site.</p> <p>Furthermore, the consultation document does not offer compelling evidence that the criteria Government’s Housing White Paper on making changes to greenbelt boundaries have been fully considered:</p> <ul style="list-style-type: none"> • <i>making best use of brownfield sites and supporting their regeneration;</i> <p>To my knowledge, the full extent of brownfield site development is yet to be explored.</p> <ul style="list-style-type: none"> • <i>making best use of land which is currently underused, including land owned by the public sector;</i> <p>Wayside Farm is an extensively used site, both in terms of its status as a viable, profitable business and as an important area for biodiversity and recreation. As demonstrated by the landscape appraisal, development of this site would significantly degrade the character of the area.</p>
Include files	
Number	Question 46
ID	LPIO1242
Full Name	Mr William Thomas Pedrick
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 object to the proposal to develop a small agricultural field on the Green Belt adjacent to Ivy House Lane, site reference Be-h-3.</p> <p>The main reason for my objection is that I do not believe that the infrastructure requirements linked to the addition of 150 houses to a quiet rural road have been adequately thought through. The site appraisal suggest that the only additional infrastructure proposed by the promoter is ‘cycle/footpath links.’ However, Ivy House Lane is currently a rural lane with no pavement and mostly only single-track, and would require significant investment in order to allow appropriate access to either or both ends. The Council’s own notes on this topic argue that “this is a rural lane that would require considerable upgrading to accommodate any new development.”</p> <p>The promoter has apparently suggested that an alternative access may be feasible – but this has not</p>

	<p>been specified in the public documents. I believe that access through Meadway is unlikely to be possible, as it is a private road; increasing access from the south (Bank Mill) would be prohibitively expensive given the need to widen not one but two single-track bridges, one over the canal and one over the railway. Increasing access from the north, i.e. from the Potten End road, would have severe knock-on effects to traffic on Gravel Path and the surrounding roads, as well as a detrimental effect on the rural environment next to and including the Common.</p> <p>None of these roads is anywhere near a bus stop, which provides further evidence that the site is ill-suited for development. The hill between the site and town is so steep that it stops all but the most energetic cyclists from being able to cycle up it. The area is currently low-density in terms of housing, and is not an appropriate place to introduce such dramatically increased density of housing.</p> <p>More broadly, if you look at the location of other proposed sites for development, in both Berkhamsted and further afield in Dacorum, it is clear that the Ivy House Lane site will offer a much poorer return on infrastructure development than other proposed sites. For the addition of just 150 houses, and probably rather fewer in such a constrained site, very significant infrastructure expenditure would be required. By contrast, developing larger sites elsewhere would result in much lower infrastructure spending per housing unit. It would not be good value for money to develop this site.</p>
Include files	
Number	Question 46
ID	LPIO1243
Full Name	Mr D Lucas
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Tr-h6 - Very careful consideration must be taken into account when allocating this site as it is above and immediately adjacent to a residential area classified as Flood Zone 3 with High Potential for Flooding (Environment Agency).</p> <p>This site faces onto and drains into the Wendover Arm of the Grand Union Canal. Special consideration should be taken into account on how any settlement might impact upon the wildlife currently living in this remote part of the canal and in the Tringford reservoir on the other side of the canal.</p>
Include files	
Number	Question 46

ID	LPIO1292
Full Name	Sarah Harper
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	KL-h1 Hill Farm / KL-h2 Rectory Farm / KL-h3 Wayside Farm are proposals that will ruin the Kings Langley area - over development, destruction of the Green Belt, flood risk, unsuitable infrastructure, damage to the village, urban sprawl etc. No building should be considered in the Green Belt.
Include files	
Number	Question 46
ID	LPIO1308
Full Name	Mrs Angela Goddard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Please reconsider Be-h4. The infra structure, especially road access is non-existent and there are only two single country lanes to get down to the high street. Traffic in the village is congested already. This site is under pressure because the developer owns it, but they cannot build if you do not get rid of the greenbelt status there. They don't care about the area, they will disappear with a big fat profit. If you must lose some greenbelt, keep it all together with clear boundaries, ie the bypass and Shootersway, since you have already designated some areas on that side of Shootersway.
Include files	
Number	Question 46
ID	LPIO1350
Full Name	Mrs Catherine Marks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>None of the proposed sites in Bovingdon could take the extra housing. Even 20 new houses would have a huge impact on the traffic, school, doctors and dentists. The sites particularly of concern are Homefield, Louise Walk and Newhouse Road Green lane and new house road could not take the traffic. Grange Farm, although the better out of all of the sites proposed in Bovingdon this would still have a substantial impact on the village and it's traffic and amenities, plus it also links to Green Lane so it would not be able to take the traffic.</p> <p>All of the proposed sites in Kings Langley but especially Wayside Farm would be a huge loss to the village. The High Street like Bovingdon simply can't take anymore traffic. Love lane is also is accessed by small village roads all of which would not be able to take the huge volume of traffic. Wildlife in the area would also suffer and new schools and doctors surgeries would need to be built.</p>
Include files	
Number	Question 46
ID	LPIO1352
Full Name	Mrs Karen Barnes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3 Shendish - This is unsuitable for development as it is on Green Belt land, it would be a loss of amenity and it helps to prevent coalescence between Kings Langley and Apsley/Hemel Hempstead.</p> <p>KL-h1 Hill Farm - This is unsuitable for development as it is on Green Belt land with very poor access onto Love Lane. It is away from the village centre and accessed by minor lanes.</p> <p>KL-h2 Rectory Farm:- This is unsuitable for development as it is on Green Belt land and prevents coalescence between Kings Langley and Apsley/Hemel Hempstead. This proposal was removed from the then Local Plan nearly 20 years ago owing to a change in the democratic control of the Borough Council, and an electoral promise to prevent the threat of coalescence between the village and Hemel Hempstead.</p> <p>KL-h3 Wayside Farm:- This is unsuitable for development as it is on Green Belt land and it is a successful dairy farm, much loved by villagers and providing a useful service selling local food in its Farm Shop.</p> <p>I am opposed to all of the above proposals to develop Green Belt areas in Kings Langley, including the Shendish site, which is in Kings Langley and not Hemel Hempstead. The Green belt prevents coalescence and is essential for the environment, providing enjoyment for</p>

	<p>all, such as walking in beautiful countryside and opportunities for wildlife.</p> <p>New housing will also put additional pressure on already struggling local services including schools, hospitals and doctors. The road network cannot cope with the existing traffic, often coming to a standstill, and additional traffic will bring even more congestion along with noise and air pollution. None of these proposals are sustainable.</p>
Include files	
Number	Question 46
ID	LPIO1369
Full Name	Mr Andrew Calderwood
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 46</p> <ol style="list-style-type: none"> 1 Reference the Schedule of Site Appraisals and accompanying Sustainability Appraisal Working Note as they relate to Site Reference Be-h3 (land at Ivy House Lane, Berkhamsted) (referred to below as the “Site”). The Working Note assesses the Site against the objectives in the SA Framework (Appendix A to the Working Note). Policy SA1 in the Site Allocations Written Statement requires that all identified proposals and development sites comply with the relevant policies set out in the Core Strategy and with other relevant policies and guidance. The applicable policies and guidance have not been, or have been insufficiently, taken into account in the preparation of the Site Appraisal and Working Note. 2 2. Chilterns AONB and Green Belt <ol style="list-style-type: none"> 2.1. <u>Applicable policies and guidance</u> Core Strategy Policies CS24: The Chilterns Area of Outstanding Natural Beauty, CS25: Landscape Character, NPPF Purpose 9 <i>Protecting Green Belt land</i>, NPPF Purpose 11 <i>Conserving and enhancing the natural environment</i>, Chilterns AONB Management Plan 2014-2019 Policies referenced by Policy CS24: L5, L7, L8, L11, D6 and D9. 2.2. <u>Description of the Site</u> <ol style="list-style-type: none"> 2.2.1. The Green Belt Review: Purposes Assessment (Final Report November 2013) Figure 7.3 includes the Site in a parcel identified as contributing significantly towards safeguarding the countryside from encroachment. 2.2.2. The Site displays strong countryside characteristics (undulating open arable farmland). It displays no urban fringe characteristics.

2.2.3. The Inspector in his Report on the Local Plan September 2002 reviewed the Site (paras 4.21.1 to 4.21.6) and concluded that there was a strong visual and physical link between the Site and the open countryside to the east. In his opinion, development of the Site would have a detrimental impact on the attractive landscapes to the east and would visually encroach into the adjoining countryside contrary to the main objectives of the Green Belt.

2.2.4. The existing developments to the north and south of the Site end at the crest of the hills and are detached houses on spacious plots well screened by trees. Hunters Park is less well screened but is set back in the valley before it opens out and is not visually intrusive into the Chilterns AONB (referred to in this response as the “CAONB”).

2.3. Comment on Site Appraisal

2.3.1. The Site Appraisal proposes that the Site “could act as a logical long-term defensible boundary” without saying what it would be a boundary for. Given that it will remove all Green Belt from this valley, the implication is that developing the Site will create a more “defensible” boundary for the CAONB. Nowhere in the consultation papers is there any indication that the area of CAONB between Berkhamsted and Potten End will be allocated to housing or other development. Were such an allocation to be made the effect would be to merge Berkhamsted and Potten End and to cut off the valley east of Berkhamsted from the rest of the CAONB. This would immediately increase the risk of development all the way down to the Bulbourne. Unless the Council considers that this possibility needs to be planned for then no weight at all can be attributed to the creation of a more “defensible” boundary.

2.3.2. The Inspector in his Report (September 2002) on the Local Plan Inquiry concluded (para 4.21.3) that development of the Site would not be a rational rounding off of the boundary and (para. 4.21.4) that a more well-defined boundary would not justify amending the boundary in view of the harm that would be caused to the openness of the wider Green Belt.

2.3.3. This is reinforced by the guidance in June 2016 from Mr Brandon Lewis, the then Minister of State for Housing and Planning, who confirmed:

The [NPPF] makes it clear that ... Green Belt boundaries should be adjusted only in exceptional circumstances, through the Local Plan process and with the support of local people (Mr Lewis’s emphasis). We have been repeatedly clear that demand for housing alone will not change Green Belt boundaries.

2.3.4. The Site Allocations Pre-Submission document incorporating the Focused Changes 2016 notes at paras. 2.4 – 2.6 that in order to meet the strategic objectives and policies of the Core Strategy, boundaries of the Green Belt have already been reviewed for minor anomalies, appropriate new boundaries have also been defined and that the changes made will ensure boundaries remain robust, take account of recent development and support delivery of appropriate development, in accordance with the NPPF. There is

no substantive reason why that exercise should now be revisited in relation to the Site.

2.3.5. The Site is a Green Belt buffer between Berkhamsted and the CAONB. It is not the only such buffer - there are similar Green Belt parcels to the east and south of Castle Village. If the “rounding-off” of Green Belt and the creation of “defensible boundaries” is given any weight then the Green Belt area to the south of Castle Village must inevitably be subjected to the same development assessment and pressures as the Site.

2.3.6. Housing and street lighting on the Site will introduce intrusive light pollution into an area adjacent to the CAONB.

2.3.7. Please refer to paragraph 4 of this response under Management of Roads for considerations relating to bringing Ivy House Lane up to the standard as would be required under HCC Road Design Guidelines if it were to be the primary access. In particular, land within the CAONB will be required to widen the road to the Guidelines standard, hedge and other screening of the road and of traffic will be removed and there will be intrusion into the CAONB by street lighting along its boundary.

2.3.8. The public have not been permitted sight of the landscape appraisal reported in the Site Appraisal as having been produced by the promoters. The Site Appraisal attributes weight to the promoter’s landscape appraisal but we are not enabled to review it.

2.3.9. Were it to be the case that the promoter’s landscape appraisal suggests that the impact on the CAONB can be ameliorated by planting then the following should be noted.

2.3.9.1. The Site is fairly open on its west (the higher) end but becomes deeper and more steep-sided as its slopes down to the east.

2.3.9.2. The whole of the Site is open to views from a wide quadrant of the CAONB with the result that there are views through the lowest part of the Site (i.e. at the lowest point of Ivy House Lane) into both sides of its valley as well as into the centre of the valley.

2.3.9.3. Planting screening trees would remove the present soft and open aspect and insert a harsh barrier into the views across the CAONB.

2.3.9.4. Planting along Ivy House Lane itself may, with the passing of years, screen houses built on the lowest part of the Site but would not screen those built on the sides of the valley or further up the Site.

2.3.9.5. Only native trees should be used to provide screening of a site adjacent to an AONB. Leylandii and the like would not be appropriate.

2.3.9.6. Native trees are in general slow growing and, depending on the species, may take upwards of 20 years to reach the height of a two storey house.

2.3.9.7. It is thus questionable whether the topography of the Site allows planting that will meet the objectives of Core Strategy Policy 24 and of the Chilterns AONB Management Plan policies referenced by that Policy.

1 3. Sustainability Strategic Objective

3.1. Applicable policies and guidance

3.1.1. Policy SA1 Compliance with Core Strategy policies.

3.1.2. Policy CS31 Water Management.

3.2. Comment on Site Appraisal

3.2.1. The Site Appraisal Sustainability Assessment summarises aspects of the development of the Site as having a “negative effect which is not significant”.

The negative effects are in fact significant:

3.2.1.1. The Site itself is difficult to access (see paragraph 4 “Management of Roads” below).

3.2.1.2. Tring, Northchurch and Berkhamsted Urban Transport Plan Vol 1 (HCC 2013) Fig. 4.6 (bus accessibility within 400 metres) shows the Site outside the serviced areas.

3.2.1.3. Topography and distance severely limit cycle access to the town and its schools and other amenities. The Tring, Northchurch and Berkhamsted UTP Scheme Proforma dealing with cycling schemes notes that

Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.

3.2.1.4. Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places below Hunters Park. There are no footpaths on Ivy House Lane.

3.2.1.5. Cars will be the predominant mode of transport to and from the Site.

3.2.1.6. Development of the site will partially seal the soil at the head of this important valley and the Site Appraisal recognises that surface run-off water will need to be appropriately managed. Soakaways may be a partial solution but a substantial balancing pond will be required (thus reducing the developable area). Either a sewer down the valley or pumping up over the hill into the Berkhamsted sewerage system will be required. Neither will meet sustainability objectives.

3.2.1.7. Replenishment of the aquifer requires that rainwater have time and space to percolate into the ground. This is a particular concern in Dacorum: Affinity Water draws the bulk of its water from the aquifer and it will be under increasing demand pressures as the population of Dacorum increases.

3.2.1.8. The Environment Agency classification of the site as a Groundwater Vulnerability Zone is Major Aquifer Area Intermediate and as partly within the Total Catchment Area for Groundwater Source Protection Zones.

3.2.1.9. Chalk streams appear to be regarded as warranting little attention in the Core Strategy although a target of increasing the condition of rivers to “good” in accordance with the Water Framework Directive is recorded. Local community groups and the Environment Agency, however, attribute high value to Dacorum’s chalk streams. Their health depends entirely on the aquifer and protecting the aquifer should be accorded importance accordingly.

3.2.2. The Inspector in his Report on the Local Plan September 2002 reviewed the site and (para. 4.21.6) agreed with the Site’s low sustainability score (the lowest of all the sites considered).

3.2.3. The Sustainability Conclusion in the Site Appraisal identifies issues which make one ask how it is that the Site has made it as far as the Schedule of Site Appraisals.

1 4. Management of Roads

4.1. Applicable policies and guidance

4.1.1. Core Strategy Policy CS9: Management of Roads.

4.1.2. HCC publication Roads in Hertfordshire: a Design Guide (3rd Ed): Table 4.1.1.1 (Road Design Criteria for “Major Access Roads” serving more than 100 but fewer than 300 dwellings) (minimum carriageway width of 5.5m, connection to a Local Distributor Road), Table 11.2.4 (3.1m minimum footway widths), Para. 6.2 (Access for Pedestrians) and para 6.4 (Access for Cyclists).

4.2. The Site

4.2.1. As noted above, given the Site’s location, cars will be the predominant mode of transport to and from the Site. The only adopted road frontage is Ivy House Lane. This is a lightly-used, narrow sunken lane (single track) with limited passing places and hedging on its eastern boundary to the CAONB.

4.2.2. Ivy House Lane is notably steep on both sides of the valley and can be impassable to normal vehicles in very cold weather or snow.

4.2.3. The Site Appraisal notes that considerable upgrading of primary access required.

4.3. Comment on Site Appraisal

4.3.1. Bringing Ivy House Lane up to standard as the primary access will require physical intrusion into the CAONB and the removal of the hedging which screens traffic on the lane from the CAONB.

4.3.2. Alternatively, land could be compulsorily acquired from frontagers but that would mean removing the trees and hedges that screen their houses from the CAONB.

4.3.3. A connection from Gutteridge Farm to Gravel Path via the existing bridleway through the Common will be within the CAONB, as will a connection to Potten End Road.

4.3.4. Given the steepness of the valley, substantial earthworks may be required to bring the gradient to standard.

4.3.5. Bringing Ivy House Lane up to standard implies street lighting along the boundary of the CAONB, which will be highly intrusive.

4.3.6. Even if Ivy House Lane itself was widened to permit two-way traffic, the crossing of the railway at Ivy House Lane and the crossing of the Grand Union Canal at Bank Mill are single lane bridges with difficult approaches. George Street does not provide an exit as it is effectively single lane due to residents' parking and its junction with Gravel Path.

4.3.7. The development may seek to connect with Meadway:

4.3.7.1. Meadway is not an adopted road and has narrow entrances at each end. The Meadway frontagers have no intention of bringing Meadway up the standard required for it to be adopted.

4.3.7.2. Almost every year there are collisions of varying degrees of seriousness at the junction of Meadway and Gravel Path. It is recognised that the junction is substandard. It dates from a time of fewer and slower cars, and would not be approved today.

4.3.8. The site has no access to Gravel Path through Hunter's Park.

4.3.9. In the event access to Gravel Path were secured note:

4.3.9.1. The Tring, Northchurch and Berkhamsted UTP Scheme Proforma 36 describes Gravel Path below Hunter's Park as follows:

Section two is a series of blind bends between Hunters Park and the railway bridge. A number of safety issues have been highlighted along this section relating to the width of carriageway, lack of pedestrian facilities on its western edge, blind corners, gradient and speeding vehicles.

4.3.9.2. The Gravel Path bridge over the railway is single lane, as are the Ivy House Lane overline bridge and the two underline bridges feeding onto Station Road. Ravens Lane itself is two-way, but is narrow and has parking on one side. These "pinch-points" in traffic flow along Gravel Path/Ravens Lane are very unlikely to be improved/removed, not least in view of their traffic-calming effect and the expense of replacing the historic Collins overline iron bridge.

4.3.9.3. Frequently, and particularly at school run time, traffic backs up at the crossings of the railway. Gravel Path currently has approximately 5,000 vehicle movements (north- and south-bound) per day. Peak southbound-only flow between 0700 and 0900 is approximately 550 movements (HCC 2016). Two movements per house from the proposed 125 dwellings at the Ivy House Lane site over this period will mean 250 more movements (a 45% increase). At the standard 6 vehicle movements/dwelling/day there will be an additional 750 vehicle movements/day on Gravel Path – an increase of 15%. This will result in exponentially longer queuing times and increased vehicle exhaust pollution.

4.3.9.4. At present, as will be apparent to the observer, traffic flow at peak hours across the overline and underline bridges is manageable only by the cooperation of drivers – i.e. by drivers not standing on their rights. There can be 10 or 20 cars queuing at the Gravel Path and Brownlow Road crossings and when a car blocks the crossing (because it did not wait until its exit was clear) the situation can very quickly get far worse. A significant increase in traffic, as will follow from development of the Site, will exponentially exacerbate the problem and lead to a loss of the sense of community cooperation and cohesion which prevails at present.

4.3.10. Parking in Berkhamsted is already difficult. The Ivy House Lane site is so far from the centre of town that walking (or cycling) is impractical, and so additional parking will be required for commuters and in the town.

1 Housing and Community Services Strategic Objective

5.1. Applicable policies

5.1.1. Core Strategy Policy CS18: Mix of Housing and Core Strategy Policy CS19: Affordable Housing.

5.1.2. Core Strategy Policy CS24 referencing Chilterns AONB Management Plan 2014-2019 Policy D6.

5.2. The Site

5.2.1. The Site is registered at HM Land Registry under title HD20150.

5.2.2. The Site is subject to covenants in favour of each of the owners of properties in Meadway and of certain properties in Ivy House Lane. These control development of the Site:

5.2.2.1. Detached dwellings only.

5.2.2.2. Each dwelling to be on a plot of not less than 1/3rd acre.

5.2.2.3. No business use.

5.2.3. The Site may also be subject to similar restrictions under a Town Planning Scheme Agreement given effect by the Berkhamsted Town Planning Scheme Order 1929. This may be researched further.

5.3. Comment on Site Appraisal

5.3.1. The Site can make a very limited contribution to future land supply. Given the need for roads, services, balancing pond and proposed recreational space, it is apparent that fewer than 39 plots of 1/3rd of an acre could be developed on this 13 acre site.

5.3.2. Development of the site cannot as matters stand comply with Policies CS18 and CS19 in terms of a “mix” of housing and “affordable” housing. No house on 1/3rd of an acre will be “affordable”; rather all will be “luxury” homes.

5.3.3. The housing which can be developed on the Site will in most cases appeal to wealthy families, one or more members of which often will be London commuters.

5.3.4. Chilterns AONB Management Plan identifies that that small gardens have less scope for trees to grow

to maturity and to provide highly valued amenity and screening. Houses at 1/3rd acre would allow for gardens/trees but the CAONB guidelines could not be met at the high densities proposed.

5.3.5. The covenants preclude any use as, for example, a care home or other social facilities.

1 6. Response to site promoter's case

6.1. The Site Appraisal summarises the estimated site capacity and other potential infrastructure provision. These are responded to as follows:

Proposition

Response

Up to 150 homes

Number of homes far fewer due to legal and topographical constraints (i.e. a Medium/Small Site)

40% affordable homes

No affordable homes due to minimum 1/3rd acre plot size/single dwellings.

New local play space

Query likelihood of meaningful provision due to land value. Query also need given individual plot sizes.

New cycle/footpaths

Limited benefit in this location. Gradients preclude meaningful cycle access from the town centre/station.

Contributions toward wider infrastructure improvements in town

No weight can be attached to this until promoters specify amount.

1 7. Summary

7.1. The Site and its setting are in the same condition as when the Local Plan was reviewed by the Inspector in his September 2002 Report.

7.2. Policies and guidance brought into force since 2002 require greater protection of Green Belt sites.

7.3. Specifically, Central Government guidance is that demand for housing alone will not change Green Belt boundaries.

7.4. That the Council is considering options that do not require development of this site supports the Inspector's conclusion (para 4.21.2) that release of the Site is not essential to meet housing needs during the Plan period.

7.5. The Site can make a very limited contribution to future land supply and will not deliver the mix of housing and affordable housing sought in the Core Strategy

7.6. Given the constraints on development, it is clear that the benefit of the limited number of additional houses (none of which will be "affordable") are outweighed by a considerable margin by the negative effects of any development of the Site on:

7.6.1. The CAONB, including views in and out,

7.6.2. Green Belt protection around Berkhamsted,

7.6.3. Sustainability Objectives,

7.6.4. Traffic, and

	<p>7.6.5. Air quality.</p> <p>7.7. The Site cannot make a significant contribution toward delivering the objectives of the Core Strategy.</p> <p>1 8. Recommendations</p> <p>8.1. Certain assessments in the Sustainability Appraisal Working Note need to be re-visited:</p> <p>8.1.1. SA02 Water: see paragraphs 3.2.1.6 to 3.2.19 above. (reassess as likely to have a significant negative effect).</p> <p>8.1.2. SA03 Air Quality: see paragraph 4.3.9 above (reassess as likely to have significant negative effect).</p> <p>8.1.3. SA06 Soil sealing: see paragraph 3.2.1.6 above (reassess as likely to have significant negative effect).</p> <p>8.1.4. SA09 Landscape/townscape: see paragraphs 2.3.6, 2.3.7 and 4.3.1 to 4.3.5 above (reassess as likely to have significant negative effect).</p> <p>8.1.5. SA10 Health and Wellbeing: see paragraphs 3.2.1.2 to 3.2.1.5 above (reassess as likely to have significant negative effect).</p> <p>8.1.6. SA12 Community cohesion: see paragraph 4.3.9.4 above and refer also to submissions by other residents regarding schools, medical facilities etc. No evidence is provided of likely contributions to wider infrastructure improvements in Berkhamsted and, accordingly, this assertion can be given no weight in the assessment (reassess as likely to have significant negative effect).</p> <p>8.1.7. SA13 Housing: see paragraphs 5.2 and 5.3 above (reassess as likely to have negative effect).</p> <p>8.1.8. SA14 Sustainable prosperity: local services such as schools and GP lists in Berkhamsted are approaching or past their capacity (reassess as likely to have significant negative effect).</p> <p>8.2. The Site should not be taken forward as a Site Option and no more Council Tax payers' money or development officers' time should be spent on it.</p>
Include files	
Number	Question 46
ID	LPIO1395
Full Name	Mr D Percival
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Hh3 Shendish is part of Kings Langley Parish. Shendish drive cannot cope as it is with residents cars hotel guests, delivery vehicles let alone the 900 houses planned, most homes have 2 cars not including the new

	30 bedroomed hotel being built soon, the road would be chaos. The bridge is not wide enough even with the controlled traffic lights suggested. I often watch lorries and coaches reversing right back Shendish drive in order to pass each other. I viewed the easthemel plan and it mentioned tree lined boulevards paths and cylceways on entering the new houses, Shendish will not have this as the road is far too narrow, the houses at the bottom of Shendish will be impacted with constant cars and lorries queuing at the bridge. If the road is widened it will be right up next to the houses/buildings that are before the bridge which will be dangerous. I can see most people using the main shendish drive access, rather than waiting at the lights on narrow rucklers lane. London road/Shendish will not take the 2000+ new vehicles on it everyday.
Include files	
Number	Question 46
ID	LPIO1424
Full Name	Mr Matt 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>KL - H1 KL-H2 KL-H3</p> <p>Unacceptable green belt development, inadequate infrastructure in terms of road, rail and public transport. Inadequate schools, doctors and public transport.</p> <p>You cannot propose to increase a village by 20%+ without considering all other options throughout the borough where development is more appropriate, supported by infrastructure and brown filed land is ready to be developed.</p>
Include files	
Number	Question 46
ID	LPIO1425
Full Name	Mr Matt Clarke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	Town based phased and planned development is the most acceptable and sustainable route
Include files	
Number	Question 46
ID	LPIO1428
Full Name	Mrs L E Percival
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish comes under Kings Langley Parish, so why is classed as West Hemel Hempstead.</p> <p>Proposals to build on Shendish have been turned down by Dacorum Council on more than one occasion, claiming it's a Heritage site, buildings would obstruct the view from Bennetts End, loss of green belt, loss of protected trees, the access road is inadequate just to mention a few reasons.</p> <p>The access road is narrow no public foot path and no lights. Traffic already causes congestion, with lorries unable to pass, meetings at Shendish cause a queue of traffic at the end of the day, 60 or more vehicles (with one person in each vehicle) queue to get onto London Road, vehicles wanting to go up the drive have to wait where they can until it's clear.</p> <p>School proms with a variety of vehicles cause the same problem, with buses and coaches having to reverse the length of the road to enable one another to pass.</p> <p>Wedding cars congregate at the bottom of the drive, blocking access to residential homes, and making the road single lane.</p> <p>The suggestion of controlled traffic lights near the bridge would not solve these issues.</p> <p>There has been number accidents and near misses by the bridge and at the bend at the bottom of the road, not just dangerous for vehicles but also pedestrians.</p> <p>London Road from Apsley to Kings Langley is always busy, and traffic has increased with the new builds in Apsley Kings Langley and Nash Mills Wharf.</p> <p>Rucklers Lane has no off Road parking for the majority of properties, increase in traffic will cause issues at the junction by the traffic lights.</p> <p>The A41 by pass has done little to alleviate traffic in Kings Langley Village.</p> <p>The number of new builds proposed in Kings Langley would cause even more congestion.</p> <p>There is no adequate hospital facilities in Hemel Hempstead, Journeys to Watford take nearly an hour at peak times. so would only get worse.</p>

Include files	
Number	Question 46
ID	LPIO1442
Full Name	Mrs L E Percival
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish comes under Kings Langley Parish, so why is classed as West Hemel Hempstead.</p> <p>Proposals to build on Shendish have been turned down by Dacorum Council on more than one occasion , claiming it's a Heritage site, buildings would obstruct the view from Bennetts End, loss of green belt, loss of protected trees, the access road is inadequate just to mention a few reasons.</p> <p>The access road is narrow no public foot path and no lights. Traffic already causes congestion , with lorries unable to pass , meetings at Shendish cause a queue of traffic at the end of the day , 60 or more vehicles (with one person in each vehicle) queue to get onto London Road, vehicles wanting to go up the drive have to wait where they can until it's clear.</p> <p>School proms with a variety of vehicles cause the same problem , with buses and coaches having to reverse the length of the road to enable one another to pass.</p> <p>Wedding cars congregate at the bottom of the drive ,blocking access to residential homes, and making the road single lane.</p> <p>The suggestion of controlled traffic lights near the bridge would not solve these issues.</p> <p>There has been number accidents and near misses by the bridge and at the bend at the bottom of the road, not just dangerous for vehicles but also pedestrians.</p> <p>London Road from Apsley to Kings Langley is always busy, and traffic has increased with the new builds in Apsley Kings Langley and Nash Mills Wharf.</p> <p>Rucklers Lane has no off Road parking for the majority of properties, increase in traffic will cause issues at the junction by the traffic lights.</p> <p>The A41 by pass has done little to elevate traffic in Kings Langley Village.</p> <p>The number of new builds proposed in Kings Langley would cause even more congestion .</p> <p>There is no adequate hospital facilities in Hemel Hempstead, Journeys to Watford take nearly an hour at peak times. so would only get worse.</p>

Include files	
Number	Question 46
ID	LPIO1454
Full Name	Miss Penelope Allsop
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Wayside farm is a thriving business as well as a major part of our village life. Leave it alone
Include files	
Number	Question 46
ID	LPIO1471
Full Name	Mr Brian Rook
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Sites TR-h6, Tr-h2, Tr-h1 should be rejected out of hand as they are Green Belt land which is not recommended for further assessment as a boundary amendment in the Stage 2 Green Belt study.</p> <p>Sites TR-h3 and TR-h4 should be retained as part of the Green belt</p> <p>Site TR-h5 could be considered for a Green belt boundary amendment, provided that the site development is significantly restricted, since this site forms part of the main gateway entrance into the town of Tring. Part of this site needs to be retained for allocation as additional playing fields to support the necessary expansion of Tring School.</p>
Include files	
Number	Question 46
ID	LPIO1521
Full Name	Mr Chris Marks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>All sites proposed in Bovingdon can not take the number of cars that such development would bring. There are no jobs for the people who would be living there, the school is over subscribed, the doctors at full capacity and there would be too much pollution, loss of greenbelt land, loss of wildlife and further risk of flooding.</p> <p>Kings Langley can also not take the proposed developments especially at Wayside farm. It's a huge number of houses and the village wouldn't be able to take it. Kings Langley doctors are too busy as it is and the high street packed with cars.</p>
Include files	
Number	Question 46
ID	LPIO1540
Full Name	Mr Bernard Harrison
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>With reference to the sites below in Markyate both of I which believe are green belt I object on the basis of the following:</p> <p>Unnecessary destruction of green belt land and wildlife habitat when all brownfield sites in the borough have not been developed</p> <p>Greatly increase traffic in the village which already cannot cope especially every time there is a hold up on the M1 with the uncontrolled amount of traffic using the village as a cut through onto the M1 and adding to the all ready heavily congested A5.</p> <p>Increased traffic congestion= increased pollution</p> <p>Reduced quality of life in the village</p> <p>Extra strain not only only local roads but also the doctors surgery and school.</p> <p>My-h1 Land south of Markyate My-h2 Land at Pickford Road</p>
Include files	
Number	Question 46
ID	LPIO1557
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	<p>First of all your Local Plan for Bovingdon is being determined purely by land owners who want to sell their greenbelt agricultural land for huge profits. Two sites Bov-h2 and Bov-h3 are basically major in-fills which will directly affect residents living in the houses along Green Lane, Yew Tree Drive, and Austins Mead whose back gardens directly overlook the proposed site. Also the residents of Homefield as the access road to the site.</p> <p>Bov-h2 Homefield: This field has always been protected as greenbelt land and the residents have enjoyed the benefits of its openness (which we note is now a pre-requisite for future developments!), and its tranquility. For years the field has been used for horse grazing, pigeon racing events, and dog walking (with the owners permission). There is a wide variety of wildlife in the field with a resident family of foxes, muntjack deer, rabbits etc. and a huge variety of birds.</p> <p>The developers (a major construction company) have stated that access to this site (proposed 130+ houses) would be via Homefield which is a very short cul-de-sac leading off Green Lane. To achieve this access they will have to widen the cul-de-sac by removing the grass verges on either side of the road, fell the mature oak tree at the entrance to the site (a particular feature of the road and the field).</p> <p>Access to/from the site from Homefield into Green Lane is NOT acceptable and is contrary to the report submitted by the developer in their Technical Note Access Appraisal (Appendix 2) whereby stating that the site can be accessed safely and efficiently. They are referring here to the entrance to the actual site which is via the field at the <u>end</u> of Homefield. It is NOT safe and efficient to get into/exit Homefield from Green Lane.</p> <p>The visibility of traffic coming up Green Lane from the High Street is difficult due to the high boundary hedges of existing properties along Green lane (even if the road is widened). The pathway to the right of Homefield and along one side of Green Lane is not of the required width (ie it cannot take 2 people or buggies side by side) and is of poor condition. This means that people walking into the village from the proposed site have to cross the busy road first.</p> <p>We also refute the developers' trip generation report that traffic from the 130+ new homes '...is not considered to have a significant detrimental impact on the operation of the local road network'. This is hugely incorrect and is obvious in its inaccuracies.</p> <p>As the cul-de-sac is a 'slope' it is very dangerous in winter when icy (particularly when existing onto Green Lane) and when melting water pouring from the field into Homefield then turns into ice.</p>

	<p>It is recognised locally that the junction of Green Lane and the High Street at the monument (the Well) IS dangerous for both pedestrians and vehicles due to the heavy traffic using the High Street and visibility issues at the Well.</p> <p>The quality of life for the residents of Homefield (14 people) will deteriorate because of this planned access with continuous construction traffic up and down this very quiet residential road right outside their homes, pollution, diesel fumes and noise. This would be for a period of approximately 3 years! Not to mention that their houses are already 'blighted' should they wish to sell now or during the construction period.</p> <p>Green Lane itself is a very busy road providing a cut-through for traffic from Chipperfield Road to Chesham Road, as well as traffic going to the football and tennis club.</p> <p>It is noted that the developer has only suggested providing open space for this site - no new school or care home (unlike bov-h1).</p> <p>Should development on this field even be considered we request that another access road is found. (This could be achieved by the developer purchasing one of the large detached houses along Green Lane and using this land as the access road. This would greatly reduce the number of homeowners being directly affected during the construction period, and the entrance/exit would be further up Green Lane where there are fewer cars parked on the road and visibility is better. They could cover the cost of this by selling one or two 4-5 bedroom houses they build on the site).</p>
Include files	
Number	Question 46
ID	LPIO1558
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	<p>Re: Bov-h3 Green Lane/Louise Walk</p> <p>This site is also totally unacceptable for development and would mean more agricultural/grazing land going under concrete.</p> <p>Louise Walk is a narrow cul-de-sac of 3 houses and is not suitable for any construction traffic. The proposal that the developers could provide an improved access to the tennis and football club is possibly a 'carrot' to the planners!</p> <p>The suggestion to combine this site with Homefield and therefore vastly increase the number of houses assumes they could use both Homefield and Louise Walk as access roads, with the suggestion of implementing traffic</p>

	<p>flow measures with a "no right turn" into Green Lane. This idea is totally ridiculous and would result in drivers wishing to get to Chipperfield Road/Watford having to go all the way around Bovingdon via Chesham Road and down the already heavily congested High Street.</p> <p>They propose a new community hall. There is already a community hall in the village and the tennis & football club provide sporting facilities, together with the cricket club in Bovingdon Green.</p> <p>Bovingdon Green is nearby and would provide the open space required.</p>
Include files	
Number	Question 46
ID	LPIO1559
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	<p>Bov-h1 Grange Farm</p> <p>If any development has to take place in Bovingdon this would be my preferred option. We feel this site is the most appropriate for any development and the developers have seriously considered the Council's brief and offer a lot more for the local community than other sites put forward.</p> <p>As this 'field' is at the quiet top end of Green Lane the access would be directly off Green Lane itself and there would be no impact on existing houses during the long construction period as the access point will be on the opposite side of the field to the existing residential area, and there are no houses at all along that stretch of Green Lane, nor along two sides of the field.</p> <p>Traffic can access the site either via Green Lane or Chesham Road with no difficulty.</p> <p>Residents would be able to safely walk/cycle to the High Street via the neighbouring residential area. It is only a 10-12 minute walk from the Co-op to the 'back' entrance of the proposed site with no major roads involved.</p> <p>Bovingdon Green is within easy walking distance as are the cricket field, tennis and football clubs. There is an existing children's play area within easy walking distance in the nearby estate.</p> <p>There is a bus stop right outside the proposed site, which the school bus also uses.</p>
Include files	
Number	Question 46
ID	LPIO1595
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	Green belt is precious! Don't hand it over.
Include files	
Number	Question 46
ID	LPIO1650
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	The Berkhamsted sites need to be considered together for their cumulative impact on the town's infrastructure, rather than individually. No Green Belt land in the market towns and villages should be released for development.
Include files	
Number	Question 46
ID	LPIO1667
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	I disagree with the Greenbelt sites except be-h5 in Berkhamsted. Be-h3 is unsuitable because of poor access on Ivyhouse lane and the visual impact on the top of an important valley in the Chilterns landscape - on plan it looks like it is an infill but in reality the topography makes it unsuitable. I also object to the large intrusions into the Greenbelt north of Hemel and around Tring which would both have a big impact on the Chilterns landscape.
Include files	
Number	Question 46
ID	LPIO1734
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	<p>KL-h1 Land at Hill Farm, Love Lane: This Green Belt agricultural land sits between Kings Langley and the A41 and is on the north-west periphery of the Kings Langley. It also serves as an important link in the open-land barrier between Kings Langley and Hemel Hempstead to the north. It lies adjacent to a conservation area and to minimise its value by claiming the A41 would become a 'defensible boundary' is a weak and spurious argument that would mean anywhere could be expanded up to the nearest major road or rail infrastructure. Its' location on the very fringes of the village is remote from local services in the village centre and it does not, as suggests in the <i>Schedule of Site Appraisals</i>, have 'direct and level access to the village centre for walking and cycling'. It is also too far for all but the fittest pedestrian access. The only routes to the village centre is via one of three steep roads, none of which could function safely with further significant traffic flow. Love Lane/Common Lane has already high traffic volumes due to both Kings Langley Secondary and Primary Schools. Congestion and attendant road safety are already major issues at school start and finishing hours. The top section of Langley Hill is narrow with traffic calming speed humps whilst the main downhill stretch currently has legal parking on both sides and usually requires 'slaloming' and interruption of flow to allow vehicles to pass in opposite directions. The third exit route from the Hill Farm site is Vicarage Lane. This already has well documented traffic problems with legal parking on one side resulting in only sufficient width for one-way vehicle movements at any time. All three routes share another major problem at their junctions with the A4251 High Street. To access the principal commuter route south toward Watford or the M25 from each access requires a right turn into the already heavily trafficked High Street with legal parking on both sides, which even at quite times, can be very difficult. At peak times this would inevitably cause severe backing up of traffic on both access and main routes, adding to accessibility issues for local businesses and more increased pollution in the village centre. It is hard to see how this could be improved, regardless of the costs involved.</p> <p>HH-h3 Land at Shendish: Whilst officially designated as part of the Hemel Hempstead site appraisal, the Shendish Estate lies wholly within the parish of Kings Langley. This anomaly has been debated for years with DBC without success. Whilst the Mill Farm site forms an important piece of the jigsaw of coalescence, development of Shendish Estate will, to all intent and purpose join Kings Langley to Hemel Hempstead. Its' development will also destroy a valuable leisure amenity. The general arguments made above regarding additional vehicular access to the A4251</p>

southbound are also valid for this proposal in that the majority of peak traffic will be turning onto a very busy route, adding significantly to the existing problems southbound through Kings Langley village and northbound through the Apsley bottleneck.

KL-h2 Land at Rectory Farm, Hempstead Road: Of the sites proposed within Kings Langley, Rectory Farm represents the least defensible and offers moderate scope for new homes on the current farm footprint, i.e. 'brownfield' land. Part of the land is currently designated Green Belt, although this status is under review, but it would certainly represent a northerly extension of the village conurbation. However, given the existence of the Kings Langley football club grounds, some further open land up to the railway embankment, a pipeline buffer zone at the north of the site and a strip along the canal with potential flood and wildlife protection issues which would probably remain set aside for amenity space, it is probably the 'least worst' option of those proposed and could be an opportunity to provide slightly higher density, lower-cost housing for those currently wishing to remain in the village but are unable to do so.

KL-h3 Land to the east of the A41 and Wayside Farm, Watford Road: This is without doubt the most contentious and damaging option for the future of Kings Langley. When viewed in both a geographical and social context, full development of this land would effectively double the size of the village and destroy forever any pretext that Kings Langley is either a village or a separate entity to the general Watford conurbation. This to say nothing of the loss of valuable and productive dairy farm land and an irreplaceable visual and social amenity. From a road infrastructure standpoint, it would without question result in overwhelming the current road network and probably necessitate junction 20 being rebuilt, should that even be possible. While developers would undoubtedly be queueing up for this land, it is recognised that their chosen economic model would rely on the majority of housing being low-density, high-cost stock. The immediate proximity of road and rail links would create yet another dormitory development for high-earning commuters - a further significant burden on the transport networks. This would also overwhelm local services and amenities while not contributing greatly to the economic growth overall of Dacorum. One certain result would be a substantial and permanent diminution of social coherence and the welfare of current residents. The fact that HCC own this land and are even contemplating its' development is a sad reflection on their attitude toward the environment and welfare of existing residents.

One general point related to new development is the addition of a substantial number of vehicles to be parked/stored. Average figures for vehicle ownership per household used in assessing planning applications is approx. 2.5. This may be optimistic. In reality, civil authorities have no powers to either restrict vehicle ownership or dictate where they may be parked. Pavement parking is not illegal unless particular restrictions are applied by the local authority at

	<p>individual locations. In recent years pavement and verge parking has reached epidemic proportions in Kings Langley resulting in pavement and road obstruction, loss of sight lines for other road users, damage to verges and a general loss of visual amenity and character. In places it raises road safety issues. Using the example of the new development at Nash Mills, regardless of parking provision within the development, Mill Lane (Dacorum)/Red Lion Lane (Three Rivers) now generally suffers from nose-to-tail pavement parking, particularly outside general working/commuting hours. A parking ban on one side of the road simply shifted the problem to the other side. This has resulted in almost total blockage of the pavement and obstruction of general traffic movement adjacent to a central pedestrian island. While emergency vehicles could legally cross onto the oncoming lane, any sizeable commercial vehicle would also have to drive down the wrong side of the road, with obvious road safety implications. There continues to be significant problems with commuter parking anywhere they can get away with which has necessitated the introduction of resident parking zones or time-limited parking restrictions. New developments in Kings Langley will doubtless further worsen living conditions and visual amenity for existing residents in this as well as many other respects. A final point concerns the passage of emergency vehicles. The loss of a full A&E in Hemel Hempstead and the regular necessity for the police and fire service to attend emergencies necessitates rapid transit through Kings Langley using the A4251. Current congestion in Kings Langley High Street and the approach to Jnct.20 can seriously hamper their passage, potentially with serious consequences. Additional traffic at peak times can only worsen this situation.</p>
Include files	
Number	Question 46
ID	LPIO1743
Full Name	Mr Paul Hildyard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HHh-3 Shendish</p> <p>Building at Shendish would lead to the coalescence of Kings Langley and Hemel Hempstead, and this is something government policy wishes to avoid.</p>

The access is inadequate. The junctions at London Road and Rucklers Lane are completely unsuitable and cannot be improved for the volume of traffic that would be created. When Shendish was considered in the past for development, it was decided that access was inadequate. Part of the reason was that the London Road already suffers from severe congestion and additional traffic generated by development in this location would increase this problem dramatically. Since the rejection in 2012, Nash Mills has seen a considerable development resulting in increased traffic and congestion along the London Road and through Kings Langley. The traffic is now even worse than in 2012.

Quite simply, the proposed development/s at Shendish and Kings Langley would all suffer from an inadequate infrastructure which cannot be improved.

There would also be an impact on the long distance views across the valley side towards Shendish that are noted as an important characteristic of the town.'

Shendish acts as a barrier to stop urban sprawl, to avoid the coalescence of Hemel Hempstead into Kings Langley, and to help keep Kings Langley as a Village. It is in the Kings Langley Parish and has been included in the Hemel Hempstead proposals, I believe, as a result of the urban sprawl created by the Featherbed Lane development.

Furthermore, The **National Planning Policy Framework** states:

74. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss

Shendish offers considerable sports benefits for golfers, walkers etc which result in improved health & wellbeing. With the addition of the Health Spa, including swimming pool which is due for construction in the New Year, the benefits to the local community will only increase considerably.

Any building at Shendish will destroy the location, the wildlife and it's enjoyment for 1000's of people and ultimately remove it from the map. Kings Langley will join Hemel Hempstead and the countryside and identity of these 2 Hertfordshire locations will be ruined forever.

For all the reasons stated above the Shendish and Kings Langley proposals are opposed

Include files	
Number	Question 46
ID	LPIO1784
Full Name	Mrs Maria McHale
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 previously entered my comments which were registered, and have since disappeared from the system. This process has been time consuming, and I am annoyed that I am having to repeat my objections to building on the four following proposed sites in the Kings Langley area:</p> <p>KL-h2 Rectory Farm. The roads in Kings Langley village are already overloaded, and additional traffic coming through the village cannot be accommodated. The historical importance of the village needs to be protected and the character of the village preserved. In effect if this development took place Kings Langley would cease to be a village and become a town, coalescing with Hemel Hempstead. People have chosen to live in Kings Langley precisely because it is a small village surrounded by beautiful countryside, and want to continue to enjoy the distinct character of the village and the health benefits of the beautiful green spaces. Your Core Strategy states "Protecting the character of our towns and villages, and that of important landscapes and countryside will also be important considerations". However the proposed plans will in fact achieve the opposite. Also no consideration seems to have been given to the fact that building on this land would pose a serious flood risk, and in my opinion this is therefore not a viable option.</p> <p>KL-h3 Wayside Farm. The farm is a valued integral part of the village community and is situated on Green Belt land. There should be no circumstances under which this land should be built on as this endangers the environment and the health of the community. The farm is also in close proximity to J20 of the M25 and the approach to this is already gridlocked with stationery traffic during peak times. It already takes me over 45-50 minutes to travel a distance of four miles to Watford, and all alternative routes are also blocked with congested traffic. The railway station in Kings Langley is also overloaded with commuters, and there is insufficient parking to accommodate any increase in the number of train passengers. I cannot see how building upwards of a 1000 homes on this site could be sustainable with the current road infrastructure. This would also adversely affect air quality, whilst removing green space which is</p>

important for the well being and recreational pursuits of the inhabitants of the village. The proposal to build more offices on this site is ludicrous, as there are already many empty office blocks in the area, which are no doubt unattractive due to the already congested traffic and difficulties in travelling to and from Kings Langley. Additionally, Kings Langley would cease to be a village, and would in effect become a large town coalescing with Watford. The Government's current policy is to not build on Green Belt land, and protect the green spaces surrounding villages so that there is no urban sprawl. I cannot therefore see why this site is being considered, especially when there are brownfield sites which could be developed and also under utilised commercial space in the area. The Core Strategy states the need to "make best use of brownfield land and the important principle of ensuring urban areas do not sprawl into other existing settlements undermining their distinct and separate identities". Why then is the exact opposite being proposed, especially with no regard to the inadequate infrastructure? In addition to the road system not coping, immense pressure would also be put on health and education services in the area. This option is not sustainable, and precious Green Belt land would be destroyed for ever. There should be no building on Wayside Farm.

HH -h3 Shendish. This is in the parish of Kings Langley and is not in Hemel Hempstead. The proposed building plans would mean that Kings Langley would coalesce with Hemel Hempstead and cease to be a village, and would just be absorbed into Hemel Hempstead town. The road infrastructure along Rucklers Lane and at the traffic lights junction is not capable of accommodating any increase in traffic. The addition of a school on the site would further add to the traffic congestion along a road which is only capable of taking single line traffic. Therefore for logistical reasons this site is unsuitable for development.

KL-h1 - Hill Farm. The proposed plan to build 280 houses plus a Secondary school on this site is unsustainable as this is too far out of the village centre and amenities, and the road infrastructure would not cope. Your Core Strategy states "Isolated development which has poor connections with local services and facilities should be discouraged", and I fail to understand why this site has therefore been proposed. Quite apart from the fact that this would destroy beautiful countryside, there seems to have been no consideration as to the logistical problems this would cause to the road network in the area, and already overloaded health services in the area.

Include files	
Number	Question 46
ID	LPIO1789
Full Name	Mrs Maria McHale
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>1. Rectory Farm KI-h2. I am concerned that the proposed development would lead to the coalescence between Kings Langley village and Hemel Hempstead and threaten the rural character of the village. Also development near the canal poses a significant flooding risk as already identified by the Environment Agency, and this area should therefore not be developed. Furthermore due to the already high volume of traffic coming through Kings Langley village it would simply not be sustainable for any further development, which would add to the already severe traffic congestion problems.</p> <p>2. Wayside Farm KL-h3. This is one of the few dairy farms left in the county and it is integral part of the Kings Langley community, and should be preserved for the greater good of the village. The farm is on green belt land, and should not be considered for development under any circumstances. We simply cannot afford for such a large area of green belt land to be lost forever, and the amount of massive development proposed of up to 1000 houses would be damaging to the character and well being of the village. Additionally, the road infrastructure would make any further development unworkable. There is already gridlocked traffic at peak times to and from the M25 which is close by, and it takes me up to 50 minutes to travel to work from Kings Langley to Watford, with traffic backed up through the village. I am also concerned about the impact on air quality, especially due to the close proximity of the M25 to the village. Significantly adding to the traffic in the area can only have a detrimental effect on air pollution.</p> <p>3. Shendish Manor HH-h3. Shendish is in the parish of Kings Langley, and not Hemel Hempstead. I am opposed to this massive development of 900 houses plus a Primary School due to the threat of this development encompassing and merging with Kings Langley, and it is also a designated conservation area. Logistically there is also inadequate access for the high volume of traffic the additional housing and school traffic would generate, and Rucklers Lane and the A4251 Junction could simply not cope with the substantial increased volume of traffic, and also the resulting increase of traffic heading through Kings Langley village.</p> <p>4. Hill Farm KL-h1. I am opposed to this development because the loss of further green belt land would result in Kings Langley merging with Hemel Hempstead, and threaten the rural character of the village. Also the area between Commons Lane and Kings Langley Secondary School is already very busy with traffic, and further volume of traffic would lead to the roads being over congested. Furthermore the situation of this proposed development is rather remote from the centre of Kings Langley village, and would therefore not be sustainable.</p> <p>In your Core Strategy your stated objective is "To promote healthy, sustainable communities, and to</p>

	<p>conserve and enhance the function and character of the villages and countryside". I find it difficult to conceive how the above four proposed developments in Kings Langley could possibly achieve this. Kings Langley would cease to be a village and would in effect merge with Apsley, Hemel Hempstead and Watford. It would lose its distinctive character and village status, large areas of beautiful, green belt land would be lost forever, the area would be liable to flooding, air quality would suffer and the road infrastructure would be gridlocked. It would be frankly impossible to travel to work by car, and the current public transport capacity is already unsustainable. Additionally health and other vital services are already stretched in the area, so the increase in population would make these unsustainable. In short, quality of life would significantly reduce.</p> <p>The only way to achieve the Core Strategy objectives is to not build on Green Belt land, protect the areas around existing villages to preserve their local identities and history, and not endanger the environment by building on flood plains. Building on the outskirts of already developed urban areas and brownfield sites should be the prime consideration, rather than destroying precious Green belt land.</p>
Include files	
Number	Question 46
ID	LPIO1830
Full Name	Mr. Philip China
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>With regard to KL-h1, KL-h2, KL-h3:</p> <p>We do not support development of any of these areas for the following reasons.</p> <p>All these sites will greatly add to local traffic congestion, in the case of KL-h1 in particular, as it is near to three schools which already have problems with parking and traffic at times.</p> <p>As for KL-h3, Wayside Farm, the destruction and loss of one of the few dairy farms left in the county would be a very bad move in terms of loss of the green belt and access to local footpaths and countryside. Any development on this site would also create huge difficulties at the M25 junction and open the door to massive development which would completely destroy the village character and infrastructure.</p>
Include files	
Number	Question 46
ID	LPIO1839

Full Name	Mrs Pamela Kingsland
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Personal point of view regarding developments of Shendish; Hill Farm: Rectory Farm: and Wayside farm.</p> <p>As a resident of Kings Langley for for Question 46 more than 50 years these developments will destroy the whole ethos of the village. This makes me very angry and very very sad as I feel that I am being pushed out of the village I love. I moved here from London to live in a village with green fields to bring up my children, this will disappear, no walking the fields just a mass of houses. We will not be a village anymore but an annexe to Hemel Hempstead and Watford, if we had wanted that we would have moved there years ago.</p>
Include files	
Number	Question 46
ID	LPIO1846
Full Name	Mr David Mills
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Bov-H1,2,3 & 4</p> <p>All in Green Belt and would increase the village by 25% without any plans for improving the inadequate infrastructure that exists.</p>
Include files	
Number	Question 46
ID	LPIO1869
Full Name	Mr Adam Tuck
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3 is closer to Kings Langley than to Hemel Hempstead. Its development would leave only the slenderest of green space between the village and the</p>

	<p>town, rendering Kings Langley a suburb of Hemel in all but name, and placing enormous strain on the village's roads (especially at the busy sections around the Red Lion and Sainsbury's, and further down towards junction 20 of the M25) and schools.</p> <p>KL-h3 would similarly place a huge strain on the stretch of the A4251 leading up to junction 20 of the M25 from Kings Langley. Long queues are endemic here at rush hour, and it is hard to see how a large number of new homes next to this section of the road can do anything but jam the traffic further.</p>
Include files	
Number	Question 46
ID	LPIO1882
Full Name	Mrs Alison Hales
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>If Kings Langley is developed at the four proposed sites it will lose its village characteristics. Kings Langley will become part of the urban sprawl spreading out from London. The open spaces of the Green Belt need to be maintained to stop this happening. Pollution levels are already high and the infrastructure cannot support the level of development proposed across the sites.</p> <p>Wayside Farm is a significant resource for the local community and wildlife. The farmland gives a habitat for the local wildlife population and the farm supplies milk and farm produce to the local community and a countryside environment to enjoy. If this is concreted over this resource will be lost for ever.</p>
Include files	
Number	Question 46
ID	LPIO1935
Full Name	ms V Earle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>There should be no development on green belt land. Development should be concentrated around towns where infrastructure can support high density low cost housing. Directing development towards villages destroys the green belt. Villages and associated infrastructure cannot support high density housing.</p>

Include files	
Number	Question 46
ID	LPIO1936
Full Name	ms V Earle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Development on land in Kings Langley is unacceptable. Development should be concentrated around towns where infrastructure can support high density low cost housing. Directing development towards villages destroys the green belt. Villages and associated infrastuc cannot support high density housing.
Include files	
Number	Question 46
ID	LPIO1937
Full Name	Miss Coral Putman
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) Generally, I challenge the Plan on the simple basis that the proposals will expand Tring to a degree that it will be transformed from a Market Town in a rural setting adjacent to the Chilterns Area of Outstanding Natural Beauty into an overcrowded urban neighbourhood. Specifically, below I propose to criticise, constructively, Plans for Sites Tr-1 and Tr-h2.</p> <p>(b) It is accepted in the Analyses that the present infrastructures of Tring (e.g. roads, parking, schools, health services) cannot support these Greenbelt developments and absorb the population growth of thousands. Instead, they will have significant adverse effects.</p> <p>(c) In practice, the various sites will be linked on the eastern side of the Town to form a single entity in what is now open countryside, destroying the environment, wildlife and habitats, as well as sacrificing the current lifestyle of residents and visitors. Also, and very importantly, the extra pollution will contribute to poorer air quality and climate change.</p> <p>(a) Proposals for this Site and Tr-h1 in Station Road, taken together, will result in building on both sides of Marshcroft Lane. It will cause, both in the short term during construction and in the long term, destruction</p>

which far exceeds any benefit from development. To better understand this comment:

(i) the appearance, use and nature of the location, and

(ii) the values of Marshcroft Lane to the Town and its landscape need to be fully recognised.

(b) The Site Assessment says that “primary access would be via Marshcroft Lane.” This fails to emphasise that the **only** access is via Grove Road/Marshcroft Lane junction and that Marshcroft Lane is a **cul-de-sac**. This point of access will be entirely impractical and unsafe as the number of homes and traffic using the Lane would **treble** in density and volume.

(c) Originally part of the ancient Pendley Estate, Marshcroft Lane is a mature, quiet, safe and almost traffic-free cul-de-sac on the very eastern edge of Tring, passing as a narrow lane (shown as a path on older maps) through open countryside. It is attractive in appearance with only thirty well-maintained homes of varying ages and style, some of historical value.

(i) These homes are located in the **first** part of the lane which stretches for c.250 metres from the junction with Grove Road. Within 25m of entering the cul-de-sac, the Lane narrows for 50m and becomes wide enough for a single vehicle only at that point. There is no footpath for this initial 75m of lane, nor space for it practically. There is no scope for widening the road. It follows that extra traffic on this part of the lane would be entirely impractical and cause significant extra pollution with all of the adverse climate change effects.

(ii) In the **second** part, immediately after the last home on each side of the Lane, the roadway narrows again to a path/single vehicle width and for c.750, leads at the width through Greenbelt land to the Chiltern Area of Outstanding Natural Beauty via Marshcroft Bridge. This Bridge, built in 1805 on the Summit of the Grand Union Canal (the highest navigable waterway in England), takes users over the Canal, along canalside walks and on towards the Ridgeway National Trail and beyond. New houses will be visible from the Trail.

(iii) The Lane/path to the Bridge is framed by wide verges of bushes and wild flowers backed with mature trees and hedgerows. All along the hedgerows and the verges, ditches taking excess water from the fields lie on each side. The fields bordering the path are land of Grade 2 (very good/high yield) quality. The entire area is renowned for its valuable wildlife and habitats of various kinds. Building would cause this natural environment to be **destroyed**.

(d) In terms of value to the **Town**, both parts of the lane/path are used extensively for leisure and wellbeing purposes. Residents and visitors, families with children, children going to and from school, dog walkers, ramblers, athletes, joggers, cyclists, horse riders all use it because it is a safe, healthy area set in a beautiful landscape. It is the starting point for social events, competitions and charitable events. Each year the Ridgeway Runs are held along the Lane and the official ‘Grand Tour of Tring’ route for ramblers recommends Marshcroft Lane as

	<p>giving the best entry point for enjoying the countryside on this side of the Town.</p> <p>(e) This Lane and its unique surroundings, set as it is in an ancient Area of Archaeological Significance, is irreplaceable as a benefit to resident of Tring and visitors to the Town. It cannot be right that development along this lane/path causes all of this to be destroyed.</p> <p>(a) As this Site would sit alongside Tr-h2, most of my comments apply to issues for this Site too. In fact, the Appraisal for Station Road is cross-referred to Marshcroft Lane (Heading 8).</p> <p>(b) I must however draw attention to Heading 3. To my knowledge, the fields do flood and the property named Ivy Cottage (located close to the canal, and towards the end of Station Road) has suffered from flood water from the fields over many years. That answer should be revisited in detail.</p> <p>(c) My remarks are my answer to Question 46 of the Questionnaire, i.e. my feedback on the analysis of the Site Appraisals generally and for the above Sites in particular. I believe that I have dealt fully with Headings 1, 3, 4, 5, 6, 8, 9, 10, 11 and 13 and the Objectives.</p> <p>Finally, in the light of the above, I charge the Council to reject the current plans and find more appropriate locations, such as the 'new towns'. In doing so, I ask for a new plan that primarily reflects the Council's duty to act in the best interests of the existing residents (not simply potential residents only) in preserving the fabric and the values of its towns and countryside.</p>
Include files	
Number	Question 46
ID	LPIO1948
Full Name	Miss teresa finnigan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>These two sites sit in GB, on high grade agricultural land and should not be considered at all. The environmental and infrastructure impact would be extremely detrimental to Redbourn.</p> <p>HH-h1a North Hemel Hempstead (Phase 1)</p> <p>HH-h1b North Hemel Hempstead (Phases 1 and 2)</p>
Include files	
Number	Question 46
ID	LPIO1956
Full Name	Mrs Lesley Drake

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 strongly opposed to the inclusion of site Be-h-3 Ivy House Lane. The distance of this small field from shops, schools, the station and other transport links would make residents heavily car dependent in an area with limited vehicular access.</p> <p>Ivy House Lane is a hilly, winding, largely single track rural lane with a small number of passing places only one of which is wide enough to allow a domestic vehicle and a lorry/bus/ refuse vehicle to pass each other. The steeply sloping or hedged boundaries of the lane make it difficult for pedestrians and the, rare, cyclist to be passed by vehicles even if a length of pathway is provided as part of the site development. Without road widening, on commencement of development, a traffic management system is likely to be required over the extensive single track area to allow heavy vehicles to move freely.</p> <p>Access to Berkhamsted town and the wider world from Ivy House Lane is over a single track railway bridge with no footpath and beyond that either through conservation area streets narrowed by parked cars or over a single track canal bridge and another country lane narrowed to a single track by parked cars associated with the recent Townsend Gate development.</p> <p>This option seems unlikely to provide value for money in terms of housing units/infrastructure investment/damage to the environment.</p>
Include files	
Number	Question 46
ID	LPIO1997
Full Name	Mr Barry Morris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	NO DEVELOPMENT OF GREEN BELT LAND IN BOVINGDON FULL STOP. THIS PROPOSAL IS PURE GREED ON BEHALF OF THE LANDOWNERS AND NOT FOR THE BENEFIT OF THE COMMUNITY!
Include files	
Number	Question 46
ID	LPIO2046

Full Name	Mrs Christine Mabley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The sustainability statement for Ivy House Lane says it has access to the London Road but fails to point out that this is not direct. All development sites need to be seen in the context of existing dwellings and planned developments in a correctly scoped area. Hemel hempstead seems to be sprawling in all directions gobbling villages as it goes. Berkhamsted likewise is bulging and will meet Hemel Hempstead at Bourne End having already signposted itself via Bourne End on the A41 rather than the junction nearest to it.
Include files	
Number	Question 46
ID	LPIO2055
Full Name	Mr Ian McHale
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<ol style="list-style-type: none"> 1. There should be no building on Green Belt land. The purpose of this is to protect villages from coalescing with surrounding towns, and were the developments within Kings Langley go ahead the character and quality of life in Kings Langley would be lost as would the rural feel of the village. Instead of being surrounded by countryside this would be built over and become massive housing estates, and Kings Langley would in effect become a town merging with Hemel Hempstead and Watford. This cannot be allowed to happen. 2. Roads are already overloaded with traffic at peak times, especially approaching J20 of the M25 motorway, which often backs up through the village. Any further increases in the population would add to already high levels of traffic, and would add to pollution, decrease air quality, increase noise and make it impossible for village residents to travel to work. 3. Train services out of Kings Langley station are already full to capacity, with limited parking at the station. Any further increases in population would exacerbate this and not be sustainable. 4. Local health services are already stretched, and the impact of the substantial population growth which would result from the four developments do not appear to have been considered.

Include files	
Number	Question 46
ID	LPIO2068
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 sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible hill top sites, which are an anathema to the concept of sustainable development. People in the new houses will not walk into the town from the new sites at the top of the hill they will drive into town and cause more congestion and pollution.</p>
Include files	
Number	Question 46
ID	LPIO2098
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	<p>HH-h3 Shendish should be consider part of Kings Langley not Hemel.</p> <p>Development of Shendish site would lead to coalescence of the areas of Kings Langley, Rucklers Lane, Apsley and therefore Hemel.</p> <p>The councils own 2016 green belt review recommended keeping most of Shendish in the green belt.</p> <p>There are very limited access points to Shendish and all the proposals by the council on the site would not cope with the significant increase in traffic either through Apsley or Rucklers Lane. Specifically on Rucklers Lane the traffic lights to London road act as a choke point as the road is only wide enough for 1 car. Due to the location of existing houses the road cannot be widened.</p> <p>Development of KL-h3 Wayside farm would almost double the size of the village. The site is also the location of 1 of 2 dairy farms in the borough and one of only a handful in the country that sells raw milk. The farm has on a number of occasions opened itself up for a day</p>

	during summer and been a very welcome introduction to both local residents and those further afield to farming. The council itself recognises that Dacorum is a predominantly rural borough, this farm enables residents to know that rural means more than just grassy fields and a few trees. Wayside farm is an asses to the village and the whole county and the council should be looking to actively support it and promote its development rather than build houses on it.
Include files	
Number	Question 46
ID	LPIO2110
Full Name	Mr Andrew Luckham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-h3, Shendish is not part of Hemel Hempstead. Develop the of the HH-h3 site would lead to the merging of Hemel Hempstead and Kings Langley, which goes against one of the key objectives of designating Green Belt land. Access to this area is restricted and currently unsuitable due to width, position and volume of vehicles already generated by current housing. The main roads leading to this site could not cope with the increased traffic volumes which would be generated by the proposed development. This site is totally unsuitable for development.
Include files	
Number	Question 46
ID	LPIO2111
Full Name	Mr Andrew Luckham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-h3, Shendish is not part of Hemel Hempstead. Develop the of the HH-h3 site would lead to the merging of Hemel Hempstead and Kings Langley, which goes against one of the key objectives of designating Green Belt land. Access to this area is restricted and currently unsuitable due to width, position and volume of vehicles already generated by current housing. The main roads leading to this site could not cope with the increased traffic volumes which would be generated by the proposed development. This site is totally unsuitable for development.

Include files	
Number	Question 46
ID	LPIO2112
Full Name	Mr John Ebdon
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The original 430 homes per year
Include files	
Number	Question 46
ID	LPIO2114
Full Name	Mrs Lisa Luckham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-h3, Shendish is not part of Hemel Hempstead. It is Green Belt land and its development would lead to the merging of Hemel Hempstead and Kings Langley. Access to this site is also limited and currently unsuitable due to the size of bridges, road widths, parked cars and volume of vehicles already generated by Shendish and the current housing in the area. The main roads through Kings Langley and Apsley are already congested and could not cope with the increase in traffic. An increase traffic will lead to higher pollution levels and more local health issues. Local infrastructure is also at capacity.
Include files	
Number	Question 46
ID	LPIO2125
Full Name	Mrs Karen Mellor
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	

	<p>HH-h3 Shendish - Access and exit is an issue and this land helps prevent coalescence between Kings Langley and Hemel Hempstead. It would be a significant loss as we use it to walk through and is a leisure facility. London Road is too busy as it is.</p> <p>KL-h1 Hill Farm - Green Belt land and shouldn't be built upon. Access and exit an issue as minor and major roads already overloaded.</p> <p>KL-h3 Wayside Farm:- Shouldn't be built upon as it is Green Belt land and contains a public footpath used to access other farm land where we regularly walk to enjoy the countryside for leisure. It is also a working Dairy Farm providing healthy good quality milk to the locals who appreciate and support it and it also now has a successful farm shop, cutting food miles for the village. This local economy appreciates that we need to support our dairy farms because they have some of the highest standards in Europe and this country is in danger of losing them.</p> <p>New housing on the above sites will destroy the character of Kings Langley as a village as it will nearly double it's size. It will also put additional pressure on already overloaded local services and transport. Kings Langley trains to London, Euston are always overcrowded and it is standing room only on rush hour trains.. The station car park has already been extended once and parking is tight. The road network cannot cope with the existing traffic, often coming to a standstill, and additional traffic will bring even more congestion along with noise and air pollution. The Secondary school is oversubscribed and any new students will have to travel out of the area causing more carbon emissions. This is hardly sustainable. There are no cycle lanes to the station or cycle routes to the school. Minor roads to the local schools are already overloaded.</p>
Include files	
Number	Question 46
ID	LPIO2126
Full Name	Mrs Caroline Jarrett
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 object to the proposed development of site Beh3 on infrastructure and environmental grounds:</p> <p>- infrastructure: there is no suitable and viable road access for the number of cars that would need access to this site. The Lane is extremely narrow, with numerous pinch points, few passing places and no realistic alternative access roads. It would take a lot of investment - along its full length and adjoining roads - to make this road fit for purpose.</p>

	<p>- infrastructure: the area is not served sufficiently by public transport. Cycling and walking to Berkhamsted are not viable options for most because of the extreme gradient. This makes the proposal not sustainable.</p> <p>- environmental: this development builds on Green Belt land which is directly adjacent to an AONB and would therefore have a negative impact on both.</p> <p>- environmental: the wildlife (bats, badgers, deers) in the area immediately around the Lane - and particularly near the Common and the bridleway - would be jeopardised. The plan makes no provision for this.</p> <p>I am struck by how many times this site has been considered - and rejected outright - for development in recent years. Nothing has changed about the site since this case was last rejected on 2014. Why do we keep wasting everyone's time on it?</p>
Include files	
Number	Question 46
ID	LPIO2143
Full Name	Mrs Karen Mellor
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Ref: KL-H2 Rectory Farm - It is my understanding that this land is already in process of being sold to a property developer for 8 million GBP on the understanding from DBC that planning permission will be possible for a housing development!!!!
Include files	
Number	Question 46
ID	LPIO2187
Full Name	Mr Les Mosco
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	This exercise is flawed. Whereas a particular single site might be deemed to have an insignificant negative impact, the cumulative effect of several sites could have a significant negative impact on, for example, roads, water, schooling etc. it is the cumulative impact of development past, present and that proposed in the immediate and neighbouring areas on which should be assessed. This is particularly the case for Berkhamsted

	<p>and Tring which have many “negative but not significant” sites, many of which are in close proximity to one another and to ongoing and planned developments. Suggestions throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of Berkhamsted and Tring. More houses will mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from successful vibrant markets town to traffic jammed places to avoid.</p> <p>The previous Core Strategy rejected a number of sites giving detailed reasons for rejection – yet just a few years later Dacorum are ignoring these reasons without explanation and putting these very sites forward for development. The reasons previously given for rejection still hold good. There is a limit to expansion, and simple maths deriving a high housing needs figure does not justify trying to squeeze more into the parts of Dacorum which are simply unsuited and inappropriate for development.</p>
Include files	
Number	Question 46
ID	LPIO2193
Full Name	Mr Simon Ware
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Tr-H1 (Land north of Tring Station) is known to flood during periods of increase rainfall.</p> <p>My company (WDE Consulting ltd) have conduct soakage testing on the eastern portion of Tring on land that backs onto Tr-h1. Ground permeability is very poor (<10-6 m/sec) and hence soakages to ground will not be feasible. Concern is therefore that reduction in % of soft standing following development will make the potential for flooding worse. Drainage feasibility needs to be looked at in more detail prior to allocating this land as being suitable for development.</p>
Include files	
Number	Question 46
ID	LPIO2240
Full Name	Mrs Melanie Flowers
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>KL-h3 Wayside Farm. This is a thriving dairy farm and an important part of the community. It is constantly touted for development as it is owned by Herts County Council with no regard for the tenant farmer and the community within which he is an important part. No development should be considered on this important Greenbelt site as it would be totally unsustainable from an environmental or transport point of view and the proposed level of development (up to 1000 houses plus office space) would totally change the character of the village and overload local services.</p> <p>KL-h1 - Hill Farm</p> <p>280 houses are proposed for this site which is located adjacent to 2 busy secondary schools, one of which is already oversubscribed. Access to the proposed site is down a narrow lane which would be totally inadequate in itself, and onto a road which is already gridlocked twice a day with school traffic. This site should only have minimal additional housing and if so, access should be provided directly onto the A41.</p> <p>KL-h2 Rectory Farm. This site has already been purchased by a developer and plans submitted for 80-100 luxury houses. Most of this site is green belt and should not be developed. Only minimal development should be allowed of the existing footprint of the barns. The rest of the land would be far better aligned with leisure facilities or parking for Kings Langley Football Club which has an immediate need. The land immediately adjacent to the canal should not be developed for flooding reasons.</p> <p>HH-h3 Shendish. This site has 900 houses and a primary school proposed. I do agree that an additional primary school is required in the area but only as a result of the massive development of brownfield sites that has already occurred at Two Waters, Apsley Lock and Nash Mills (with no additional school places being provided locally). Any further house building here will increase the issues with traffic and flooding that already exist at the junction of Rucklers Lane and Hempstead Road. Furthermore, this development is part of the parish of Kings Langley but is listed under Hemel Hempstead. This is ridiculous as the area is not easily accessible to Hemel Hempstead and any residents would require cars in order to get anywhere, therefore increasing the pressure on the roads and negligible public transport.</p>
Include files	
Number	Question 46
ID	LP102250
Full Name	Mr Robert Wakely
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 opposed to development at Be-h1 because of the impracticability of providing adequate supporting infrastructure without unacceptably increasing the environmental damage, traffic congestion, air pollution, and risk of worsening road safety, and the burden on already overstretched roads, parking, schools, health services, sewers, water and other utilities. I am also opposed to the development of any green belt land unless it is absolutely guaranteed that at least half will be allocated for genuinely affordable and social housing for people who are completely unable to afford to either rent or buy here currently.</p> <p>I also repeat the objections that I gave in the 2011 consultation:</p> <p>The proposal fails the criteria for a sustainable development on the grounds that it would:</p> <ul style="list-style-type: none"> - permanently remove from production valuable arable land - therefore reduce the availability of locally sourced food - increase carbon emissions, as, despite the claims made by GUI, there is no evidence in the proposal that buildings and roads would be constructed using carbon neutral materials, and there is no evidence that energy needs would be provided using green power sources - increase car use, as the proposed additional public transport (even if it were actually provided) would be inadequate to meet the transport needs of residents living so far from the town centre amenities - have a severe impact on local wildlife diversity, particularly on species which are already suffering dramatic declines - the fields included in the proposed development currently provide nest sites for many skylarks for instance; <p>http://www.sportuk.gov.uk/conservation/index.jsp#birds/skylark</p> <p>In addition, if allowed, the proposed development would create a precedent meaning that further development on Green Belt land adjacent to the A41 Berkhamsted bypass could not in future be effectively resisted.</p>
Include files	
Number	Question 46
ID	LPIO2276
Full Name	Mrs Kim Wilson
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 not want any of the sites in Kings Langley including Shendish to be built on for the below reasons:</p> <ol style="list-style-type: none"> 1) I love living in a village and want it to stay a village not to be converted to a town 2) The village was not designed for the traffic and congestion we have currently let alone any further traffic from all the houses, shopping centres and schools you wish to build. 3) If me or my family needed urgent medical care or an ambulance, it already takes long enough to get to Watford as Kings Langley is always busy. The impact of these developments would only make this so much worse. I would consider the effects on patient safety for this very reason. 4) Bearing in mind the current CQC result for Watford General (our only NHS hospital locally) is sitting at requires improvement, what do you think building thousands more homes will do to our already failing NHS hospital? Again, the effects on patient care and safety are being seriously threatened here. 5) Certain roads in Kings Langley village are already being considered to be changed to a one way system (Vicarage Lane) because of the volume of traffic currently so to add more housing will add more vehicles to the road, how is this even an option as a development? 6) Trying to commute through Kings Langley Village is already hazardous with cars parked either side of the road- causing bottleneck traffic heading out of the village towards to the M25. Even with a bypass implemented this is still a major issue. Adding more developments and a supposed " shopping centre" in our already crowded village is simply preposterous! 7) Parking is already an issue to use local village shops whilst trying to support local businesses and doctors so adding more housing and strain will make parking impossible and there is no room to build a multi storey car park either, if that was a plan you had! We are a village not a town, hence why a shopping centre is not feasible, it will ruin the ethos and character of the village and will ruin local businesses who are already struggling with the current economic climate. 8) I would like to particularly comment on Rucklers Lane. Being a resident of Rucklers Lane, my concern is with all developments, but in particular the Shendish Manor development. Anyone who lives in Rucklers Lane will tell you we are already bursting at the seams with vehicles and traffic up and down this road. To build 900 homes and a school and use Rucklers Lane as an access road is too ridiculous an idea for me to even put into words! We have to wait approx 4 mins of a morning at the bottom of the road to get through the traffic lights. Cars are parked either side of the road which causes tailbacks, can you even imagine how much more traffic will be caused and the effect this will have? There is no solution to this, as widening the road by the lights is not an option due to houses being on both sides, so there is no way around this, Shendish simply cannot be developed on. Not to mention the effect on wildlife. Me

	<p>and my family love the fact that we can look out our windows and see wild animals in the woodland and fields. You will drive all of this wildlife out. I would also like to highlight the dangers at hand here. We have the scouts club based on Rucklers lane. Scouts are always walking up and down Rucklers Lane, it is only a matter of time before there is an accident including a car and a child that will be fatal. The more vehicles going up and down this road the more chance of a fatality. It is already dangerous on this road, particularly the blind bend up the wooded part of Rucklers. Police are aware of this as whenever there is an accident, before we even mention where on Rucklers, they know it is on this bend.</p> <p>9) Horse riders, scouts, children partaking in the Duke of Edinburgh awards, cyclists, families, hikers and residents are what village life is all about and this will be completely driven out if these developments take place - particularly referring to the Shendish Manor development.</p> <p>10) Pollution - The impact of building all these developments will inevitably cause pollution. The health effects of this are too long to discuss. This is life threatening to all residents and wildlife in and around the village.</p> <p>11) My final point, please leave Kings Langley Village and Shendish Estate alone. There are already houses that are vacant across the borough, why are we building more without utilising what we already have? Surely this is a more cost-effective solution to the housing need? There are plenty of other areas around the country that have a lot more space to build on than we do and will cause less impact also. The village was not designed for this volume of housing and traffic and to go ahead with these plans will completely destroy the character of the village and its heritage.</p>
Include files	
Number	Question 46
ID	LPIO2361
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	<p>An oil pipeline crosses site Tr-h1. Although clearly marked, its existence was not known to planning officers who attended the Tring presentation.</p> <p>Site Tr-h1 is also prone to flooding at times of high rainfall - see photographic evidence at question 27.</p>
Include files	
Number	Question 46

ID	LPIO2369
Full Name	Dr SOPHIE LAWRANCE
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Comments relating to plot Be-H4.</p> <p>This site has two distinct sections (A) Land between Bell Lane/Darr's Lane; (2) Land between Bell Lane/Durrant's Lane. The considerations for each of these areas are different.</p> <p>(A) LAND BETWEEN BELL AND DARR'S LANE</p> <p>This land should not be selected for development for a significant number of reasons.</p> <ol style="list-style-type: none"> 1. The council's Green Belt consultation (Arup report, December 2016) recommended that this part of the plot should remain in the Green Belt. The report stated: "Durrants Lane forms a hard edge for the settlement and any loss of Green Belt further west may place undue pressure on the overall integrity of the wider Green Belt in the medium to long term." The Arup report did suggest one minor release of land from within area BK-A12 (which includes Be-H4), but it does not include the land now proposed by Dacorum for release (see map 7.2 of Arup report and p.112). The report clearly recognised the role of this land as part of the visual buffer between the town and the surrounding countryside. 2. Allowing development of the land would increase urban sprawl. The land borders designated Areas of Outstanding Natural Beauty and is visible from Northchurch Common and Ashridge National Trust land. Views from the Ashridge estate would be damaged. Government policy states that Green Belt should be developed only in "very special circumstances", with "substantial weight" given to harm to Green Belt (National Planning Policy Framework, para. 86). 3. Development would ruin views from Bell/Darrs Lane over the valley towards the Ashridge Estate. This is particularly true for the South end of the area. 4. The Schedule of Site Appraisals states that development at the southern end of the plot would be well related to "established educational and residential uses" along Shootersway. This is highly misleading. The predominant character is in fact agricultural land, bordered by narrow bands of woodland. As the Arup report indicates, "Aside from a number of small clusters of houses to the East, Durrant's Lane forms a hard edge for the settlement". Both Bell Lane and Darr's Lane are clearly rural locations with minimal street lighting; the roads are subject to the national speed limit. (There is also currently no gas or sewage infrastructure.) Durrant's Lane is somewhat more built up, but clearly different in character from Bell / Darr's Lanes. A large housing estate would irrevocably change the character of this rural /

agricultural land. The reference to educational use is presumably to Egerton Rothesay school at the top of Durrant's Lane - this is a private special needs school (i.e. not a local state school), and is set well back from the road.

5. Any development would result in significant additional traffic. The distance of the plot from the centre of Berkhamsted is significant - it should not be assumed that residents would walk or cycle instead of driving, in particular given the steepness of the hill from Northchurch/Berkhamsted. At present there is no infrastructure (school/shopping/healthcare) within normal walking distance, in particular of the South end of the plot.

6. Access to the site is insufficient for the proposed development. Both Bell and Darr's Lane are extremely narrow and steep, with (in the case of Bell Lane) soft verges. The area of Northchurch to the South of the site (Granville Road) is already overly congested due to the need for local residents to park on the street on both sides of the road. Northchurch High Street has already been designated an Air Quality Management Area due to high levels of NO. Durrant's Lane and Shootersway are already subject to severe peak time congestion, in particular at the junctions at the end of each road. The planned development elsewhere in the area (plots Be-h6, Be-h2, Be-h8) together with the land recently developed at Bearroc Park) are unsustainable by the current highway infrastructure.

7. Developing the site would result in significant loss of habitat for wildlife. The plot is currently home to larks, owls and bats, as well as being an amenity for local residents / dog-walkers (footpath alongside Bell Lane). The loss of hedgerow/woodland habitat would not be compensated by the suggested 'open space' planned for the plot.

8. The site is a site of special archeological significance - Grim's Ditch.

9. There are a number of sink holes along part of the plot adjoining Bell Lane.

Any decision to ignore the conclusions of the Arup report in relation to this area would be highly undesirable, and very difficult to justify.

(B) LAND BETWEEN DURRANT'S LANE AND BELL LANE

The character of this plot is less clearly rural than the portion of the plot described above, as it already adjoins areas of housing on two sides. It also extends less far up the hillside, meaning that the impact of additional development on views would be less. However, concerns remain about increased traffic build-up in the Durrant's Road area; any access to this development would need to be from Durrant's Lane / Westfield Road rather than Bell Lane, due to the narrow / rural nature of that road. If this plot were developed, the existing woodland between the plot and Bell Lane should be retained to contain sprawl and to provide a clear buffer for the rural land beyond.

Number	Question 46
ID	LPIO2371
Full Name	Ms Alison Gee
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Tr-h1 should not be developed. This is Green Belt land and as such should not be built on. This land has also flooded in the past making it unsuitable for housing development. The size of the proposed development is inappropriate for the area, which does not have the facilities to support it. For example, there are not enough school places or jobs in the area. It would increase the number of people commuting via rail and there is already a shortage of parking at Tring station. The size of this development would change the nature of Tring, which is not a large town, and would dramatically change the nature of the village Tring Station - this would effectively be joined up with the rest of Tring and become a suburb rather than a separate hamlet.
Include files	
Number	Question 46
ID	LPIO2373
Full Name	Mr/Mrs Colin & Jenny Fleming
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Only the brownfield should be developed, not the green belt as the green belt is vitally important for protecting the fauna and flora. preventing flooding as the green belt holds an incredible amount of water. The greenbelt improves the physical and mental health of people by walking and playing sport in the fresh air and beautiful natural landscapes. The above applies to all the proposed sites especially Wayside Farm which is a profitable working farm which is an asset to the village supplying raw milk and fresh produce to many not only in the village but throughout the county. Villagers enjoy visiting the only dairy farm in the area which uses all the land available for the benefit of the environment. Building on Wayside Farm and Rectory farm will cause catastrophic transport problems on roads that are already overloaded. Destroying the flood plains on Rectory farm may cause flooding throughout the village
Include files	

Number	Question 46
ID	LPIO2379
Full Name	Mr Tom Bloch
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>KL-h3 is a suggested site for a new acute hospital serving the whole of West Herts. It is important to have such a hospital, with good access for the whole area. The hospital becomes even more vital with the proposed new development and should be seen as a priority. Use of development sites should not be finalised until all location options for a new hospital have been considered in depth.</p> <p>HH - e1. The volume of traffic congestion and parking problems is already a major issue in this and other parts of Hemel Hempstead (e.g. Apsley and around the station) and in Berkhamsted. Provision needs to be made both to encourage other forms of travel and to ensure parking availability. Options include a double storey car park at Hemel Station and communal taxis with regular routes as have been effective in other countries.</p>
Include files	
Number	Question 46
ID	LPIO2407
Full Name	Mrs Jill Wood
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 existing plan for Berkhamsted is already more than enough based on current infrastructure, environmental impact and the nature of the valley site. As a town our new homes targets are already exceeded and I understand that Hemel Hempstead, with it's additional infrastructure and more suitable sites, is still yet to reach it's target for new homes - why the move from the original plan? We already have air quality issues in Northchurch and concerns over historical sites such as Grim's Ditch.</p> <p>New community facilities on the edges of these inaccessible sites would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around the Market Towns. I believe DBC stressed at previous inspections.</p> <p>I also have doubts that any developments would be truly inclusive and that Berkhamsted would be targeted by</p>

	developers seeking maximum profit, rather than providing affordable housing with appropriate community facilities.
Include files	
Number	Question 46
ID	LPIO2409
Full Name	Mrs Jill Wood
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 existing plan for Berkhamsted is already more than enough based on current infrastructure, environmental impact and the nature of the valley site. As a town our new homes targets are already exceeded and I understand that Hemel Hempstead, with it's additional infrastructure and more suitable sites, is still yet to reach it's target for new homes - why the move from the original plan? We already have air quality issues in Northchurch and sites of historical significance such as Grim's Ditch.</p> <p>New community facilities on the edges of these inaccessible sites would not benefit the wider community and in effect lead to these developments becoming "dormitory" developments, especially around Berkhamsted. I believe DBC stressed this at previous inspections?</p> <p>I also have doubts that any developments would be truly inclusive and that Berkhamsted would be targeted by developers seeking maximum profit, rather than providing affordable housing with appropriate community facilities.</p>
Include files	
Number	Question 46
ID	LPIO2448
Full Name	Mr Robert Foster
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Shendish is in the Parish of Kings Langley and should not be developed for housing, the infrastructure doesn't support this, there is already too much traffic congestion in this part of the village due to the offices, trainstation, supermarkets etc.

	The development of the popular Wayside Farm is nothing short of scandalous and should not be considered.
Include files	
Number	Question 46
ID	LPIO2450
Full Name	Mr Darrell Braid
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Any large scale development of housing in Berkhamsted will negatively impact the historic nature and character of the town and the green belt around it. which any council should be protecting. Only brownfield development should be considered in such places.</p> <p>Specifically the plan for site ref Be-h4 should be strongly opposed . This is on steeply sloping open land between Durrants Lane , Bell Lane , Darrs Lane and the Bell Lane ,Darrs Lane part in particular is on high steep land directly opposite Ashridge AONB and the beechwoods and mass building there will be visible from Ashridge AONB and turn an open view in to an semi urban one. Resulting pollution from such hundreds of houses people and car use will adversely affecting this landscape and the ecology of the area in a negative way and cause damage.</p> <p>The area of this proposed site has significant wildlife diversity ,namely , foxes ,rabbits, owls ,field mice , butterflies also can be seen there , birds of every kind nest and feed in the hederows nd area of trees in the lanes + it is a hunting area for red kites. These have all been observed on this very land and can regularly be seen on the surrounding land also . This habitat would be destroyed. The fields are used for arable crops and provide spectacular open countryside views enjoyed by many through the seasons of the year. Destroying this is not an option and must be removed from the plan to benefit existing and future generations living in the area who also have a right to a peaceful ,pollution free life without an increased burden on all levels of infrastructure which is only just sufficient now .</p> <p>As previously noted Berkhamsted lies in a narrow valley and further significant road infrastructure can not be provided without huge damage to the town. Roads are already congested increasingly throughout the day and blocked often at peak times. General facilities such as schools and doctors and medical facilities are already inadequate and will not cope with significant increased population . As noted already infrastucture to deal with this increase is not possible to deal with such a problem because of the narrow nature of the Berkhamsted valley without causing huge detriment the town and those living</p>

	<p>in it and to the ecology of the immediate area ,impact to the AONB . This is green belt land and identified as such by virtually all studies and reports undertaken.</p> <p>I believe the only way to provide for the sort of numbers that your plan concludes will be necessary is to develop a totally separate site such as Bovingdon airfield (whilst although maybe in a green rural area is not a attractive and has already in the past been developed and laid to concrete) and in a flat open accessible area create an extended small town which can then be equipped with all necessary infrastructure which it is simply impossible ,impracticable to increase in Berkhamsted valley and town without destroying something that a council should be striving to protect for future generations.</p>
Include files	
Number	Question 46
ID	LPIO2460
Full Name	Mrs Susan Leonida
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>KL-h3. Any consideration of building on Wayside Farm should be dismissed. One of only 2 dairy farms in the county and hugely popular. The heart and soul of the village. Infrastructure of roads makes building here totally unsustainable.</p> <p>HH-h3 - should be KL - .. Shendish is part of Kings Langley parish! Infrastructure of roads makes this unsustainable for the same reasons as building on Rectory Farm, and will create coalescence with Hemel Hempstead.</p> <p>KL- h2 Building on Rectory Farm threatens coalescence with Hemel Hempstead as well. Building here will add to the already over-crowded A4251 which has taken the impact of recent building in Nash Mills and Apsley.</p> <p>I believe the only sustainable areas to develop are towns like Hemel Hempstead, which already has the infrastructure to cope with a build up of traffic.</p>
Include files	
Number	Question 46
ID	LPIO2501
Full Name	Mrs Annie Wheeler
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 details of my concerns relating to the planning application, ref Be-h4, the land between Bell Lane and Darrs Lane.</p> <p>I was born and raised in Northchurch and have lived in Darrs Lane for 50 years and, as a mother of 4 children, none of whom have remained in the area, partially due to the cost of housing, I am fully aware of the need for affordable housing in the area.</p> <p>Having discussed this both my children and I feel that, if agreed, this development, in addition to the existing new developments locally, would spoil the nature and the charm of the village, as well as the surrounding countryside. This irreversible sacrifice would not be worth the number of homes created when there are other areas much more suitable.</p> <p>Over the years I have also seen a dramatic loss of hedgerows and wildlife because of the increased housing pressure. I feel that it is vitally important to retain the remaining area of natural beauty, habitats and green belt. The Herts Wildlife trust reports a number of species currently under threat due to the over development of the area. These include, amongst others, hedgehogs, the ringed plover, skylarks, the song thrush and the barbastelle bat. Once lost these are irreplaceable.</p> <p>The Government stance is that Green Belt should only be developed in very special circumstances with substantial weight given to any harm that a development would cause. Special circumstances are clearly not the case, in this instance, as there are many other sites that could be utilised. Even Dacorum's own consultants recommended that the areas Green Belt status be maintained.</p> <p>Both Bell Lane and Darrs Lane are single track country lanes. There has already been an increase in traffic further to the building of the bypass, the hospice and the new Bearoc estate, with traffic backing up along Shootersway from the junction with Kings Road and in Darrs Lane. The lanes are already suffering from the number and size of vehicles using it. If permission is given for the proposed developments, the steep topography, the lack of public transport and the distance from facilities and services, would mean that additional pressure would be placed on the local roads / lanes. 250 new houses built would mean at least 300 additional cars, just from this development, plus those from the other developments in the Shootersway area.</p> <p>There are any number of sites that could be developed that have better access to commuter and public transport links and to community services, GPS, schools etc which would negate the need for additional cars and the resulting traffic problems</p> <p>As stated above I do fully understand the urgent need for housing in Dacorum but creating so many new properties in the Shootersway / Northchurch area is not the way forward. The plans seems to place a large percentage of the new developments in this area placing too much pressure on the village infrastructure, rather</p>

	<p>than the new developments being absorbed by the whole of Dacorum</p> <p>I have been told that Berkhamsted, as a whole, and certainly the Shootersway area have more that fulfilled its obligations regarding the prescribed number of new homes when other areas have not. The need for new housing is, surely, in these areas and so the focus on development should also be there</p> <p>A large number of residents in Darrs Lane, Bell Lane and in Northchurch village have raised similar concerns, I hope that I have made these clear and that they will be given due consideration by the planning committee.</p> <p>In summary we feel that, if agreed, the development will have a detrimental effect on the village character and the sense community in Northchurch. We are also extremely concerned about the effects a development of this size (and the rest of the proposed developments in the Shootersway area) will have on the already stretched infrastructure.</p>
Include files	
Number	Question 46
ID	LPIO2511
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	
Include files	
Number	Question 46
ID	LPIO2525
Full Name	mr nicholas wood
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Berkhamsted's infrastructure cannot cope today let alone with these proposals. The developments proposed on Shootersway are on two single track roads on a steep hill with no pavements and no room to expand. The area is already congested and not only at rush hour. I am a frequent traveller to London and trains at all hours are over crowded with standing all the way into London a regular occurrence that is increasing.

	<p>I understand there are some sink holes which also make the area unsuitable for development.</p> <p>Dacorum council consultants have advised against this scheme.</p> <p>There is not enough capacity for education, especially at secondary level.</p> <p>There are significant environmental issues from wildlife to views across the area.</p> <p>There are no mains gas or sewage systems in place to handle any increased capacity and no plans by Herts CC to address this.</p>
Include files	
Number	Question 46
ID	LPIO2530
Full Name	Dr Nick Hodsdon
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 following comments apply to the HH-h3 - Shendish site:</p> <ol style="list-style-type: none"> 1) This site is in Kings Langley Parish not Hemel Hempstead so should be treated as a village location in Kings Langley. 2) The housing need for Kings Langley was identified as 50 new homes which is sustainable. There are other small sites in Kings Langley that can support 50 new homes and there is no need based on these figures to develop Shendish to meet the predicted housing need for Kings Langley. Housing needs for Hemel Hempstead should come from sites that are in Hemel Hempstead, not Kings Langley or Apsley which have their own identity and are currently separate from Hemel Hempstead.. 3) This site is Green Belt and needs to be protected from development to prevent the coalescence of Kings Langley and Apsley 4) Rucklers Lane is of historic interest and has its own distinctive character that would be damaged by the development of this site 5) There are no practical options to provide access to this site. 5a) Access directly to the A41 is not an option because of highway restrictions on the spacing of junctions 5b) Access on to the A4251 at Apsley would add to the already severe congestion issues in Apsley and Kings Langley. The proposal for 900 homes and a school plus 'employment development' assuming 2 cars per household (the norm here) and 400 pupils at the school would lead to around 2000 extra cars accessing or

	<p>exiting the site at least twice a day. It is hard to see how the current infrastructure could be improved sufficiently to accommodate this volume of extra traffic. Some of the new residents would presumably use the M25 to commute which is very congested at peak times and when there is an incident and offers little scope for improvement.</p> <p>5c) Access via Rucklers Lane is not practical due to the poor junction layout at the Red Lion junction. The bridge is narrow and would be difficult to widen. The junction is congested and traffic turning right into Red Lion road blocks the exit from Rucklers Lane for traffic turning towards Kings Langley. The road is far too narrow to support parking on both sides and two lanes of traffic and could only be widened by taking out a pavement and compulsory purchase of residential properties.</p> <p>6) There are safety concerns as there would be a significantly increased number of people and dogs using the public footpath from Shendish to Kings Langley where it crosses Rucklers Lane on a blind bend.</p> <p>7) The site provide great amenity value for walkers and dog owners and for Phasels Wood Scout camp walkers who come to escape the town.</p> <p>8) The site provides important habitat for Badgers, foxes, roe and muntjac deer, bats, lizards, newts, frogs and toads and insects including several species of dragonflies, moths and butterflies including the locally distributed Marbled White.</p>
Include files	
Number	Question 46
ID	LPIO2629
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	I believe it is inappropriate and incorrect for Dacorum to offer specific Green Belt sites for consultation in the draft Schedule of Site Appraisals. If more than one of these site were eventually to be chosen for future development, a full impact study would be required to assess the impact of the combined development
Include files	
Number	Question 46
ID	LPIO2683
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	<p>Reference to HH-h1a, HH-h1b and HH-h1c</p> <p>My comment relate to the Sustainability Appraisal (SA) Working Note</p> <p>The Gade river is recognised as a chalk stream of national importance and is covered by a ground water protection zone. There is already significant water run off down Dodds Lane which regularly floods Piccotts End Road. This water ends up in the Gade. The proposed development will significantly increase this run off and will increase the chances of the Gade being contaminated and its banks etc being damaged. It will also nullify recent drainage works carried out to reduce the water flowing through the village.</p> <p>Also statements 4, 5 and 11 show a complete lack of local knowledge. Gadebridge local centre can only be reached by a long walk up a steep hill or by car so cannot be deemed to be nearby.</p> <p>Comment 12 regarding local cohesion is totally irrelevant and should not have been made.</p> <p>The proposed development will not only swallow up large areas of green belt for housing but even more for the massive upgrade of the infrastructure that will be needed to support it, Given the proximity of Water end and the road restrictions provided there this development is unsupportable without much destruction of the green belt outside of what is proposed</p>
Include files	
Number	Question 46
ID	LPIO2691
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	<p>Why is shendish manor not been included on the kings Langley list as put under Hemel Hempstead. Shendish is both historical and a refuge for wildlife. it needs protection.</p>
Include files	
Number	Question 46
ID	LPIO2693
Full Name	Mr John Morrish
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3 This is not Hemel Hempstead. It is in Kings Langley Parish and as such would have a huge negative impact on the village. How would people get there? It's essentially a land locked site. Rucklers Lane is a narrow parked up Lane that offers poor access to the A 4251. The Shendish railway bridge is narrow bended and dangerous. The level of housing proposed would place an intolerable strain on the already inadequate local roads roads as most people want to go south and it currently can take an hour to reach the M25 at rush hour. It is also a massive sacrifice of green belt land which is unnecessary when there are so many other more suitable sites in the Borough. IN addition the County Archaeologist has identified a high risk that heritage assets with archaeological interest could well be present so a full archaeological assessment would b required.</p> <p>KL-h3 Wayside Farm is unique. With one of the last dairy herds in Hertfordshire, it supplies the village with fresh local milk and meat from local cows. It provides an essential link to the countryside and contributes to the true village atmosphere of Kings Langley</p> <p>KL-h1 Hillside Farm development would place a huge strain on village infrastructure, particularly the very overloaded Vicarage Lane</p> <p>KL-h2 Rectory Farm developed for housing would close the green gap between KL and Hemel - this coalescence would change the character of the village for ever</p>
Include files	
Number	Question 46
ID	LPIO2694
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	<p>Yes I have additional feedback.</p> <p>The main factors when assessing specific sites should be the context of the site within the whole area. The topography of the area, and the requirement to preserve the special nature of the environment, including the CAONB, and the historic character of the market towns and villages are all significant considerations. So also is the status of the infrastructure in the Borough and where the development has taken place since the Core Strategy was put in place, with certain areas seeing more houses built than anticipated (such as Berkhamsted) and others less (such as Hemel Hempstead).</p>

	<p>Given these factors, to me the best way to provide the large number of dwellings required is several large developments around Hemel Hempstead. This would mean sites HH-h1a, HH-h1b, HH-h2 and the large area to the east of Hemel Hempstead and west of the M1 that lies within St Albans. This would also locate the new homes closer to the planned areas of economic development and redevelopment, such as Marlowes.</p> <p>In particular Berkhamsted will already have challenges accommodating the existing 600 extras houses that have been allocated. The large proposed developments around Berkhamsted would have a significant detrimental impact on the town given the existing problems with parking, congestion, waiting times at GP surgeries and the school places that would be needed. Berkhamsted has developed historically along the valley bottom, with a clearly defined economic and cultural centre. More building along the hillsides and along the ridges would change this, which goes against the vision and strategy for the Borough.</p>
Include files	
Number	Question 46
ID	LPIO2718
Full Name	Mr Norman Allan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH - h3, KL - h1, KL - h2, and KL - h3 are all totally inappropriate for additional housing. Kings is a village being attacked from all sides. You have a duty to protect the Green belt and stop coalescence with Hemel Hempstead, Watford and Abbots Langley.
Include files	
Number	Question 46
ID	LPIO2724
Full Name	mr Roger Roger Sharpe
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	KL-h3 Wayside Farm is totally unsuitable for development as it is on Green Belt land. As an important part of village identity and successful dairy farm, and greatly appreciated by villagers. By providing a useful service selling local food in its Farm Shop, any proposal

	<p>to build over this farmland would galvanize local protest and provide Herts County Council with extremely difficult decisions.</p> <p>HH-h3 Shendish - This is unsuitable for development as it is on Green Belt land, poor access etc....</p> <p>KL-h1 Hill Farm - This is unsuitable for development as it is on Green Belt land with very poor access onto Love Lane. It is away from the village centre and accessed by minor lanes.</p> <p>I am opposed to all, though especially the above 3 proposals to develop Green Belt areas in Kings Langley. The Green belt provides leisure and health-promoting enjoyment for all, and opportunities for wildlife.</p> <p>I realise that house building is a priority for future generations of families but the scale of development needs to be fair and balanced and maintain the integrity and boundaries of the village</p>
Include files	
Number	Question 46
ID	LPIO2747
Full Name	Mr James Puddiphatt
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I don't agree with the site plan. NO GREEN BELT DEVELOPMENT. In particular Be-1.
Include files	
Number	Question 46
ID	LPIO2753
Full Name	Mrs Elaine Schafer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>TR-H5</p> <p>The farms on the edge of Tring should not be lost to housing for the following reasons:</p> <p>Cow Lane Farm is a heritage farm which is recognised and subsidised under 'Higher Level Stewardship' scheme. The traditional farm management therefore complies with a range of principles involving planting and maintenance of hedgerows, field margins, field rotation involving periods of fallow, natural meadows</p>

	<p>rich in flora and fauna and restrictions and prohibitions on the use of pesticides and fertilizers.</p> <p>An area of Cow Lane farm is separately designated for wildlife conservation.</p> <p>Cow Lane farm could be developed as a really valuable educational resource.</p> <p>The farms are productive and taken together with the other farms under threat from the proposed development will represent an important resource when the UK leaves the EU.</p> <p>The farms provide a level of agricultural employment. Their loss will also have a particularly serious impact on those currently dependent on them for their livelihood.</p> <p>The two farms make an attractive rural entrance to Tring, visible from the Ridgeway National Trail and from the roadside. Full of housing and with industrial units and a large supermarket the area is no longer going to represent an attractive, rural sight.</p> <p>Housing on the site would be seriously affected by the increasing noise from the raised section of the A41 adjacent.</p> <p>Traffic density arising from such a development would cause further congestion and pollution to already busy surrounding roads.</p> <p>The proposal is not appropriate for an area abutting an AONB and SSSI.</p>
Include files	
Number	Question 46
ID	LP102779
Full Name	Mr Michael Guy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Reference to Be-h1/2/4/6: not only is this Green Belt land, designated as such for reasons of protection and to prevent urban expansion, but there simply is not the infrastructure immediately nearby or within the wider town to support further development in this area. We have already committed to a further 600 houses. That is a huge number for such a small town. The roads in this area are barely manageable as they are now. This is a small market town with physical geographical constraints such as a valley aspect, a canal, a single high street (which is very busy at peak times already as of today), minimal off-street parking provision due to the number of town houses which results in massive on-street parking today leading to local congestion which is at its limits now. Moreover the local schools are over-subscribed, the dentists / GP surgeries are hard to access; the point is very clear. There are far more suitable alternatives to address the housing needs of</p>

	<p>the local authority. This town can not be scaled up as you appear to believe. It is constrained. Also what is the point of the Core Strategy if it is simply ignored? Berkhamsted has over achieved its planning target by some 34% - why are you not ensuring other towns catch up before continuing your ill-considered plans for this small market town. We have done our bit. Don't ruin the town. We all deserve a quality of life. Look for better alternatives.</p>
Include files	
Number	Question 46
ID	LPIO2830
Full Name	mr Mario yiannopoulos
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Bov-h2 and Bov-h3 are unsuitable for development. In addition to being greenbelt agricultural land and used for the traditional farming practices mentioned and supported in Dacorum's planning strategy, (livestock grazing), this land is not accessible from any of the main roads in the village - Chesham Road, Hempstead Road. Homes on these plots would add totally unacceptable and dangerous increases in traffic onto already crowded residential roads.</p> <p>The only access is from Homefield Road or Louise Walk, both of which are very small side roads off a residential road, Green Lane.</p> <p>Green Lane is a residential road with a significant amount of on-street parking. It also has limited pavement for pedestrians, on one side only for much of its length, not designed for or capable of accommodating the extra 400+ cars that would come with a development of this size. The road is already used as a cut through/rat run and more houses would exacerbate this.</p> <p>In addition the bottom of Green Lane has historically been susceptible to flooding despite having the 'docks' as an overflow drainage system. Just this year houses at the bottom of Green Lane/High St were flooded when the docks could not cope with the amount of run off from the roads. Houses behind Green Lane would add to the flooding risk as the run off would be onto Green Lane or Chipperfield Road, which would then flow down into the docks.</p> <p>Bov-h4 is a greenbelt site and again all access would be via existing residential roads onto the busy crossroad junction at the northern end of the High Street at Chesham and Hempstead Roads currently more than 77,000 vehicles each week.</p>
Include files	

Number	Question 46
ID	LPIO2832
Full Name	mr Mario yiannopoulos
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Bov-h2 and Bov-h3 are unsuitable for development. In addition to being greenbelt agricultural land and used for the traditional farming practices mentioned and supported in Dacorum's planning strategy, (livestock grazing), this land is not accessible from any of the main roads in the village - Chesham Road, Hempstead Road. Homes on these plots would add totally unacceptable and dangerous increases in traffic onto already crowded residential roads.</p> <p>The only access is from Homefield Road or Louise Walk, both of which are very small side roads off a residential road, Green Lane.</p> <p>Green Lane is a residential road with a significant amount of on-street parking. It also has limited pavement for pedestrians, on one side only for much of its length, not designed for or capable of accommodating the extra 400+ cars that would come with a development of this size. The road is already used as a cut through/rat run and more houses would exacerbate this.</p> <p>In addition the bottom of Green Lane has historically been susceptible to flooding despite having the 'docks' as an overflow drainage system. Just this year houses at the bottom of Green Lane/High St were flooded when the docks could not cope with the amount of run off from the roads. Houses behind Green Lane would add to the flooding risk as the run off would be onto Green Lane or Chipperfield Road, which would then flow down into the docks.</p> <p>Bov-h4 is a greenbelt site and again all access would be via existing residential roads onto the busy crossroad junction at the northern end of the High Street at Chesham and Hempstead Roads currently more than 77,000 vehicles each week.</p> <p>The best of the four options is Bov-h1 which does not rely on access through residential roads and could potentially access the North Western end of Green Lane or Chesham Road.</p>
Include files	
Number	Question 46
ID	LPIO2838
Full Name	mrs Gillian Hooper
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	All 3 proposed Kings Langley sites are integral to the village and should not be considered/elected.
Include files	
Number	Question 46
ID	LPIO2855
Full Name	Mr Cyril Mills
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Shendish site. This is listed as being in the Hemel Hempstead area but is part of Kings Langley. This area is currently used by many people recreationally. A major issue with the site is that of access and transport in area. Recent developments in Apsley, Nash Mills and Kings Langley have already put huge stress on the road between Kings Langley and Two Waters which is often at a standstill. It is not a pleasant road to walk/cycle along. It is hard to understand how access onto Rucklers Lane would work given the width of that road and the volume of traffic already using it. Train services are stretched. This is a notable greenbelt and heritage site. Developers applications have previously been rejected for very good reasons.
Include files	
Number	Question 46
ID	LPIO2903
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	General Comment: This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate and neighbouring area on sustainability which should be assessed.

NB this is particularly the case for Berkhamsted which has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are ‘putting the cart before the horse’ in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early “partial review” which needed to include an assessment of “the role and function of the Green Belt affecting Dacorum, including long term boundaries”, but the Inspector also made it clear that “more significantly” the review had to assess “the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.”

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<https://www.southherts.gov.uk/media/2018/04/18/DBC-Guide-to-the-Green-Belt-Review-Process.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out ‘blind’ of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation prior to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development

There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

At the consultation stage of the Core Strategy, Dacorum Planning Department make a number of strong statements of principle relating to the Berkhamsted Spatial Strategy which are being overturned in the current proposals without reason or explanation. Many of the sites now proposed are specifically identified in the Berkhamsted Vision Diagram as being “Sensitive Valley Sides”.

The Emerging Core Strategy states:

Built Character

- The open valley sides would be particularly sensitive to the effects of new development.
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low density.

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban gateways.

Berkhamsted Vision

- New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development

in these locations will not be supported. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.

□ The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation area. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

□ Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is delivered. Its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

□ Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic buildings. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Importantly the Core Strategy (endorsed by Councillors) rejected a number of sites in Berkhamsted giving detailed reasons for rejection – yet just a few years later Dacorum planning are ignoring these reasons without explanation and putting these very sites forward for development. The reasons previously given for rejection still hold good and itemised under each of the sites below.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt boundary.
- Development would be highly visible from this prominent ridge top location.
- Erosion of buffer between bypass and existing built up area.

- Poor relationship to town centre services and facilities, employment land and station.
- Important transition area between the town and open countryside would be damaged.
- This could also set a precedent for further development of land southwards to the A41.
- Not well related to existing housing.
- Visual impact on important gateway to town from A416 and A41.
- Proximity of A41 bypass.
- Potential impact on the setting of Ashlyn's Hall.

In addition BRAG makes the following objections

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- o Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- o The loss of productive farm land.
- o Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- o The land is not well related to existing services and facilities in the town centre.
- o Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
- o Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
- o Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
- o The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade it.
- o Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

o The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
- Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Inquiry. Does not fit with education strategy.
- Secondary school places inadequate
- Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
- Not appropriate siting for growing elderly population
An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from it.

- Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been addressed.
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
- Important issue – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private car.”
- Berkhamsted railway station and commuter line to Euston is already at full capacity.
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has

letters from commercial surveyors relating to local retail provision not being a sustainable option

- Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that "this increased number of resident in the town would make facilities and shops more viable" – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
- Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more pollution.
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
- Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

Be-h2 Haslam Fields, Shootersway

Core Strategy identified the following reasons against development on this site

- Site is insufficient on its own, but could be phased with other land.
- Site is part of the open transition area between the town and the wider countryside.
- New building could set a precedent for further development of land southwards to the A41.
- Site is too small to offer scope for additional town-wide leisure space.

In addition BRAG makes the following objections

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions

- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at LA4.
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
- Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
- Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h3 Land at Ivy House Lane

Core Strategy rejected this option for the following reasons

- Proximity to Chilterns AONB.
- Strong countryside/Green Belt boundary would be breached.
- Impact on valley sides and important dry valley location.

In addition BRAG makes the following objections

- Fails to meet Berkhamsted Vision
 - o facilities and services not accessible
 - o Public transport cannot be used and provision for walking and cycling not viable - suggestions that

residents would walk to and from the town on any pathway provided highly unlikely

- Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
- Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
- AONB currently separated from development at Hunters Park by this open agricultural area
- Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
- Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
- Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous junction.
- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane bridges.
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
- No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
- Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be ignored.
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per

person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h4 Land between Durrants Lane / Bell Lane / Darr's Lane (two sites)

Core Strategy rejected this option for the following reasons

- Strong countryside boundary.
- Impact on landscape/Chilterns AONB.
- Impact and visibility of development on valley sides.
- Poor relationship to town centre services and facilities, employment land and station.

In addition BRAG makes the following objections

- Fails to meet Berkhamsted Vision
 - o facilities and services not accessible
 - o Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
- Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
- Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
- Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
- Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
- Site falls within area of Archaeological significance
- Adjacent to Chilterns AONB
- Suggestion of potential new primary school – not part of Berkhamsted education policy
- Lack of secondary school capacity – Ashlyns School

- Same arguments on accessible housing – distance from facilities and services
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h5 Land at Lockfield, New Road, Northchurch

Core Strategy identified the following reasons against development on this site

- Site is insufficient on its own, but could be phased with other land.
- Some distance from the town centre.
- Next to the Chilterns AONB.
- Site is too small to offer scope for additional town-wide leisure space.
- The canal bridge on New Road is narrow and results in poor pedestrian access to local facilities.
- Visually prominent site.
- Proximity to railway line.
- Impact on setting of the canal.

In addition BRAG makes the following objections

- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
- Parking difficulties and concerns for safety of children attending St Mary’s School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

Be-h6 Land adj. to Blegberry Gardens, Shootersway

Core Strategy identified the following reasons against development on this site

- Some distance from the town centre.

- Important transition area between the town and open countryside.
- New building could set a precedent for further development of land to the A41 bypass.
- Site is too small to offer scope for additional town-wide leisure space.
- Very close to the A41.

In addition BRAG makes the following objections

- Fails to meet Dacorum or Berkhamsted Vision
 - o facilities and services not accessible
 - o Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
- Situated at ridge top location at a distance from employment, retail, health and community services.
- Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
- Site of archaeological significance
- Not recommended for removal from Green Belt
 - o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - o No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - o Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
 - o Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h7 Land at Bank Mill Lane

Core Strategy rejected this option for the following reasons

- Encroachment of the urban area along the valley bottom and into adjoining open countryside.
- Distance from the town centre services and facilities, employment land and station.
- Impact on setting of the River Bulbourne.
- Reduction in the degree of separation between the town and Bourne End

In addition BRAG makes the following objections

- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town

Be-h8 Berkhamsted Golf Range, The Brickworks, Spring Garden Lane

- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
- Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
- Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- Fails to meet Dacorum or Berkhamsted Vision
 - o facilities and services not accessible
 - o Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some

	<p>of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.</p> <ul style="list-style-type: none"> Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	
Number	Question 46
ID	LPIO2915
Full Name	Mr Ivor Eisenstadt
Company / Organisation	Safer Gravel Path Action Group
Position	Chair
Agent Name	Mr Ivor Eisenstadt
Company / Organisation	Safer Gravel Path Action Group
Position	Chair
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Question 46 Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it?</p> <p>On behalf of the Safer Gravel Path Action Group (SGPAG) we would like to feedback on the lack of suitability of the proposed Ivy House Lane (Be-H3) development of 150 houses.</p> <p>The access to and from the development would be completely inappropriate unless significant improvements to the road system are undertaken. The three options for access to and from the site each have major issues as follows:</p> <ol style="list-style-type: none"> 1. Through Hunter's Park feeding on to Gravel Path. This would require the demolition of at least one existing house to gain access. The road is unsuitable for the traffic volumes that would be generated by the development. The junction with Gravel Path would be unsuitable and dangerous due poor visibility and the speed and volume of traffic passing the junction. Gravel Path is unsuitable for the traffic that would be generated by the development for the reasons given below and as highlighted in the Berkhamsted Urban Transport Plan. 2. Through Meadway feeding on to Gravel Path. The road is a private close, completely unsuitable for the

traffic volumes generated by the development. The junction with Gravel Path would be unsuitable and dangerous due to extremely poor visibility and the speed and volume of traffic passing the junction. Gravel Path is unsuitable for the traffic that would be generated by the development for the reasons given below and as highlighted in the Berkhamsted Urban Transport Plan.

3. Along Ivy House Lane. This would require major widening of the road, replacement of the existing railway bridge with a new wider bridge that is able to take heavy loads, and a second bridge to cross the canal to join the main A4251. However, the consequential significant infrastructure expenditure would provide a much needed North-South route into Berkhamsted that would route traffic away from Gravel Path.

That there is a significant problem on Gravel Path has been recognised at all levels of local government for more than two decades. In 2006 330 local residents from 239 households signed a petition from the Safer Gravel Path Action Group with the support of Berkhamsted Town Council to the Dacorum Highways Joint Members Panel requesting that: 'Dacorum Borough Council and Hertfordshire County Council consult with the Group in order to assess the safety problems affecting motorists, pedestrians and cyclists using Gravel Path and take action to reduce traffic speed and minimize injuries and collisions'. Although a number of traffic calming measures were undertaken as a result of the petition these were inadequate and failed to resolve the problem.

More recently the Hertfordshire Police & Crime Commissioner authorised the Group to run the Community DriveSafe scheme at three locations on the road. In May 2013, the severity of the problems led to Hertfordshire County Council to include in the Berkhamsted Urban Transport Plan proposals for works to Gravel Path to tackle this situation (see Scheme 36 of the Berkhamsted Urban Transport Plan), and Berkhamsted Town Council ranked this Scheme as one of its top three priorities for the area.

The plan states that Gravel Path is a local distributor road, providing a main route between Berkhamsted and areas to the northeast (most notably Potten End and western suburbs of Hemel Hempstead). Approximately 1.1km in length, Gravel Path falls approximately 300ft between its junctions with The Common and Station Road, and therefore creates a naturally hazardous environment for both motorised and non-motorised modes of transport. The route has a complex structure having three sections, each posing specific safety issues. Section two is a series of blind bends between Hunters Park and the railway bridge. A number of safety issues have been highlighted along this section relating to the width of carriageway, lack of pedestrian facilities on its western edge, blind corners, gradient and speeding vehicles.

Hertfordshire County Council conducted speed and volume surveys in June 2014 in support of the proposals in the Berkhamsted Urban Transport Plan. During the week's monitoring, there were approximately 34,000 vehicle movements of which 12,800 were at speeds in

excess of the ACPO trigger for enforcement. Over 4,250 vehicle movements that week were at speeds so fast that the driver would be ineligible to be referred to a speed awareness course in lieu of enforcement action, and 14 vehicles that week were travelling at speeds in excess of 60mph in this 30mph residential area. The 85%ile speeds were measured at 38.9mph southwest bound and 42.6mph northeast bound.

As would be expected from such inappropriate traffic volumes and speeds Gravel Path has a consequentially high incidence of road traffic accidents, principally related to loss of vehicle control. Information recorded in Police "STATS 19" reports over the years clearly shows a persistent problem, with four distinct clusters of incidents along the road:

- at the very top, at the boundary with Nettleden with Potten End Parish
- at the junction with Meadway
- around Gilpins Ride / White Hill junctions
- at the junction with Station Road

There is also a further cluster of accidents around the canal bridge on Ravens Lane. The regular occurrence of such incidents has a detrimental impact on emergency services' resources due to the number of times they are required to attend. In a five year period, over 36% of accidents on Gravel Path with Police attendance required the attendance of two or more Police units. In some instances, as many as four Police units were required. In that same period, East of England Ambulance Service was required to supply 59 members of emergency staff, in 35 vehicles, to attend to 21 incidents on Gravel Path (conveying casualties to hospital in respect of 20 of those incidents). Many accidents on Gravel Path, despite being serious in nature, do not result in injury to anyone. Such "damage only" accidents therefore do not appear in the STATS 19 data, but represent a persistent danger and ongoing cost to residents, road users and the highways authority. Lamp columns have been struck on a regular basis, and the Group is aware of frequent (often unreported) incidents of clashing wing mirrors and forced kerbing, where vehicles are forced against (or up onto) the kerb by oncoming traffic straddling the centre white line.

Despite there being a widely recognised safety issue with Gravel Path, Scheme 36 in the Urban Transport Plan has not been implemented. It is clearly unsuitable for the traffic volumes that use it and the proposed Ivy House Lane development, if feeding on to it, would further exacerbate the situation making an already unsafe road even more so. It is on this basis that the Safer Gravel Path Action Group strongly object to the proposed development.

Apart from the overwhelming traffic considerations we believe that the Ivy House Lane site is inappropriate for development for the following additional reasons:

- At 150 houses, the development density is completely counter to the surrounding housing densities
- This site is at a distance from the town, on the opposite side of a railway line and canal, which are crossed by

	<p>weak bridges or narrow underpasses. It is up a steep hill, precluding town access by bicycle or foot. Local roads are too narrow for any form of bus transport. The consequential necessary reliance on the use of motor vehicles is contrary to both Government and Berkhamsted Urban Transport Plan stated intentions</p> <ul style="list-style-type: none"> • This site is on the opposite side of the valley from all of the major road links • This site is on the opposite side of the valley from all but one of the local schools • Current local infrastructure is already under pressure with frequent burst water mains, not infrequent brown-outs and occasional power cuts. There is virtually no mobile phone coverage, internet access is poor and there is no cable TV access to Ivy House Lane • The site, and Ivy House Lane, floods with every heavy downpour • The site is greenfield and borders an AONB. Development would have a significant impact on the local environment.
Include files	
Number	Question 46
ID	LP102916
Full Name	Mr Mike Browne
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Ref Be-h4</p> <p>There is a fundamental issue with considering these two spaces as a single site. They have different characteristics and considering them as one could misrepresent the amount of housing which could be delivered. I think this should be reviewed before any decisions are made.</p> <p>Rural vs urban - I chose to live on Bell Lane because of the surroundings. These proposals would urbanise an area treasured by locals, walkers, joggers and cyclists and remove wildlife habitats and disturb an archaeological site.</p> <p>The area is clearly visible from the AONB to the North (National Trust owned Ashridge estate) and development would seriously damage views from the estate.</p> <p>Against existing guidance and recommendations. - The Government says Green Belt land, bordering Chilterns Area of Natural Beauty should be developed only in "very special circumstances", with "substantial weight" given to harm to Green Belt (National Planning Policy Framework, para. 86).</p> <p>The proposals go against the recommendations only one year ago of the Council's own consultant, Dacorum's</p>

	<p>own consultant recommended that Green Belt status should be maintained for this land (December 2016 report)</p> <p>Practical considerations - Sink holes present a subsidence risk and narrow lanes make this an impractical site for development.</p> <p>Traffic would add to already congested roads at peak times at Shootersway/ Kings Road, this would exacerbate the issues created by the proposal for a further 250 houses further along Shootersway.</p> <p>There is no gas or mains sewerage.</p>
Include files	
Number	Question 46
ID	LPIO2928
Full Name	mr alistair budd
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Site ref Be-h4 site between Darrs lane and Bell lane .This is a totally unsuitable site for development . It is bounded by two single track roads and Shootersway which is a rural road already experiencing traffic pressure . Darrs land is in part a hollowway which may be able to be widened with the loss of this feature . Additionally the junction at the Northchurch shops would require significant remodelling and also additional parking for the shops . There is already a major access and parking issues here .</p> <p>The site is some 30 minutes walk from the Shootersway side into the centre of Berkhamsted . Ideas of walking , cycling [just look at the valley gradient] are totally unrealistic . As for public transport , unless the developers are going to provide a free shuttle service at hourly intervals then it will have no impact . Just look at Bearroc park , full of cars and people commuting .</p> <p>There are few jobs in Berkhamsted , it is a commuter town and any development will need to see expansion of the station car park not to mention utilities , roads schools etc .</p> <p>This is a beautiful site on the valley side . Not all green belt sites are the same . This is an important piece of landscape and is highly visible . It is certainly not the sort of site where another Taylor Wimpey development would be appropriate .</p> <p>I would ask the planning department to come to Berkhamsted and walk from the centre of the town to the top of this site . Stand there and to ask themselves whether their children and grandchildren will be proud of them for developing this site .</p>
Include files	

Number	Question 46
ID	LPIO2935
Full Name	mr alistair budd
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>BE h2/6/8 these together with the other sites along Shootersway will overwhelm what is a rural road already under pressure from existing developments . The whole character of the area is being detrimentally eroded .</p> <p>This continual infilling in the Berkhamsted area without proper overall planning and infrastructure is now threatening the town . People feel Berkhamsted is on the cusp from being a lovely place where people want to live to one where the traffic , congestion , lack of parking , schools doctors etc will push it into decline . There are lots of other examples where careless developmnt has led to successful towns heading into decline .</p> <p>It takes a long time to build a towns reputation and no time for it to be lost .</p>
Include files	
Number	Question 46
ID	LPIO2950
Full Name	Mrs Kate Harwood
Company / Organisation	Hertfordshire Gardens Trust
Position	Conservation Officer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Sites HH-h3, Shendish, Tr-h5, Pendley Manor and Dunsley Bungalow, and Be-h1, Ashlyns, all threaten the setting and significance of locally listed landscapes, contrary to NPPF. Sites HH-h1 and HH-h2 also destroy the setting fo Picctos End and cause coalescence of settlements, whilst also destroying one of the key landscape planning principles of the Hemel Hempstead New Town as outlined in the original plans.of keeping neighbourhoods separate with accessible green space between them. All these areas should be removed from the site options</p>
Include files	
Number	Question 46
ID	LPIO2971

Full Name	Mr Julian Dent
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Ivy House Lane (Be-H3) site Feedback</p> <ol style="list-style-type: none"> 1. The site cannot be accessed for development - the only access currently is a country lane not wide enough for heavy lorries and would involve crossing weak bridges over the railway line to the south or through Potten End village to the North 2. At 150 houses, the development density is completely counter to surrounding densities 3. Current local infrastructure is already under pressure with frequent burst water mains, not infrequent brown-outs and the odd power cut. There is virtually no mobile phone coverage, internet access is poor and there is no cable TV access to Ivy House Lane. 4. The site and Ivy House Lane floods with every heavy downpour 5. Traffic from the 125 to 150 houses proposed would overwhelm the local roads, which would have to be one of: <ol style="list-style-type: none"> a. Ivy House Lane, a single-car width country lane, that cannot be widened as it borders an AONB b. Hunter's Park, this access would require the demolition of one home to gain access, and the road is a private close, completely unsuitable for the traffic volumes generated by the development c. Meadway, a private road and unsuitable for the traffic volumes generated by the development 6. Both Hunters Park and Meadway exit onto Gravel Path at dangerous junctions. Gravel Path itself is an unsafe road with excessive speeding, frequent sidescrapes and ends at a one-way, alternating-traffic bridge to access the town, schools etc 7. This traffic would need to wait at junctions and the bridge, with idling engines causing pollution and harming local air quality at the wait points 8. This site is the opposite side of the valley from all local schools and major road links. 9. This site is at a distance from the town, on the opposite side of a railway line and canal, which are crossed by weak bridges or narrow underpasses. It is up a steep hill, precluding town access by bicycle or foot. Local roads are too narrow for any form of bus transport 10. The site is greenfield and borders an AONB. Development would mean loss of some local habitats
Include files	
Number	Question 46

ID	LPIO3010
Full Name	Mr Ivor Eisenstadt
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 feedback on the lack of suitability of the proposed Ivy House Lane (Be-H3) development of 150 houses.</p> <p>The access to and from the development would be completely inappropriate unless significant improvements to the road system are undertaken. The three options for access to and from the site each have major issues as follows:</p> <ol style="list-style-type: none"> 1. Through Hunter's Park feeding on to Gravel Path. This would require the demolition of at least one existing house to gain access. The road is unsuitable for the traffic volumes that would be generated by the development. The junction with Gravel Path would be unsuitable and dangerous due poor visibility and the speed and volume of traffic passing the junction. Gravel Path is unsuitable for the traffic that would be generated by the development for the reasons given below and as highlighted in the Berkhamsted Urban Transport Plan. 2. Through Meadway feeding on to Gravel Path. The road is a private close, completely unsuitable for the traffic volumes generated by the development. The junction with Gravel Path would be unsuitable and dangerous due to extremely poor visibility and the speed and volume of traffic passing the junction. Gravel Path is unsuitable for the traffic that would be generated by the development for the reasons given below and as highlighted in the Berkhamsted Urban Transport Plan. 3. Along Ivy House Lane. This would require major widening of the road, replacement of the existing railway bridge with a new wider bridge that is able to take heavy loads, and a second bridge to cross the canal to join the main A4251. However, the consequential significant infrastructure expenditure would provide a much needed North-South route into Berkhamsted that would route traffic away from Gravel Path. <p>That there is a significant problem on Gravel Path has been recognised at all levels of local government for more than two decades. In 2006 330 local residents from 239 households signed a petition from the Safer Gravel Path Action Group with the support of Berkhamsted Town Council to the Dacorum Highways Joint Members Panel requesting that: 'Dacorum Borough Council and Hertfordshire County Council consult with the Group in order to assess the safety problems affecting motorists, pedestrians and cyclists using Gravel Path and take action to reduce traffic speed and minimize injuries and collisions'. Although a number of traffic calming</p>

measures were undertaken as a result of the petition these were inadequate and failed to resolve the problem.

More recently the Hertfordshire Police & Crime Commissioner authorised the Group to run the Community DriveSafe scheme at three locations on the road. In May 2013, the severity of the problems led to Hertfordshire County Council to include in the Berkhamsted Urban Transport Plan proposals for works to Gravel Path to tackle this situation (see Scheme 36 of the Berkhamsted Urban Transport Plan), and Berkhamsted Town Council ranked this Scheme as one of its top three priorities for the area.

The plan states that Gravel Path is a local distributor road, providing a main route between Berkhamsted and areas to the northeast (most notably Potten End and western suburbs of Hemel Hempstead). Approximately 1.1km in length, Gravel Path falls approximately 300ft between its junctions with The Common and Station Road, and therefore creates a naturally hazardous environment for both motorised and non-motorised modes of transport. The route has a complex structure having three sections, each posing specific safety issues. Section two is a series of blind bends between Hunters Park and the railway bridge. A number of safety issues have been highlighted along this section relating to the width of carriageway, lack of pedestrian facilities on its western edge, blind corners, gradient and speeding vehicles.

Hertfordshire County Council conducted speed and volume surveys in June 2014 in support of the proposals in the Berkhamsted Urban Transport Plan. During the week's monitoring, there were approximately 34,000 vehicle movements of which 12,800 were at speeds in excess of the ACPO trigger for enforcement. Over 4,250 vehicle movements that week were at speeds so fast that the driver would be ineligible to be referred to a speed awareness course in lieu of enforcement action, and 14 vehicles that week were travelling at speeds in excess of 60mph in this 30mph residential area. The 85thile speeds were measured at 38.9mph southwest bound and 42.6mph northeast bound.

As would be expected from such inappropriate traffic volumes and speeds Gravel Path has a consequentially high incidence of road traffic accidents, principally related to loss of vehicle control. Information recorded in Police "STATS 19" reports over the years clearly shows a persistent problem, with four distinct clusters of incidents along the road:

- at the very top, at the boundary with Nettleden with Potten End Parish
- at the junction with Meadway
- around Gilpins Ride / White Hill junctions
- at the junction with Station Road

There is also a further cluster of accidents around the canal bridge on Ravens Lane. The regular occurrence of such incidents has a detrimental impact on emergency services' resources due to the number of times they are required to attend. In a five year period, over 36% of accidents on Gravel Path with Police attendance required

the attendance of two or more Police units. In some instances, as many as four Police units were required. In that same period, East of England Ambulance Service was required to supply 59 members of emergency staff, in 35 vehicles, to attend to 21 incidents on Gravel Path (conveying casualties to hospital in respect of 20 of those incidents). Many accidents on Gravel Path, despite being serious in nature, do not result in injury to anyone. Such “damage only” accidents therefore do not appear in the STATS 19 data, but represent a persistent danger and ongoing cost to residents, road users and the highways authority. Lamp columns have been struck on a regular basis, and the Group is aware of frequent (often unreported) incidents of clashing wing mirrors and forced kerbing, where vehicles are forced against (or up onto) the kerb by oncoming traffic straddling the centre white line.

Despite there being a widely recognised safety issue with Gravel Path, Scheme 36 in the Urban Transport Plan has not been implemented. It is clearly unsuitable for the traffic volumes that use it and the proposed Ivy House Lane development, if feeding on to it, would further exacerbate the situation making an already unsafe road even more so. It is on this basis that the I strongly object to the proposed development.

Apart from the overwhelming traffic considerations I believe that the Ivy House Lane site is inappropriate for development for the following additional reasons:

- At 150 houses, the development density is completely counter to the surrounding housing densities
- This site is at a distance from the town, on the opposite side of a railway line and canal, which are crossed by weak bridges or narrow underpasses. It is up a steep hill, precluding town access by bicycle or foot. Local roads are too narrow for any form of bus transport. The consequential necessary reliance on the use of motor vehicles is contrary to both Government and Berkhamsted Urban Transport Plan stated intentions
- This site is on the opposite side of the valley from all of the major road links
- This site is on the opposite side of the valley from all but one of the local schools
- Current local infrastructure is already under pressure with frequent burst water mains, not infrequent brown-outs and occasional power cuts. There is virtually no mobile phone coverage, internet access is poor and there is no cable TV access to Ivy House Lane
- The site, and Ivy House Lane, floods with every heavy downpour
- The site is greenfield and borders an AONB. Development would have a significant impact on the local environment.

Include files	
Number	Question 46
ID	LPIO3011
Full Name	Mr Ivor Eisenstadt

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 feedback on the lack of suitability of the proposed Ivy House Lane (Be-H3) development of 150 houses.</p> <p>The access to and from the development would be completely inappropriate unless significant improvements to the road system are undertaken. The three options for access to and from the site each have major issues as follows:</p> <ol style="list-style-type: none"> 1. Through Hunter's Park feeding on to Gravel Path. This would require the demolition of at least one existing house to gain access. The road is unsuitable for the traffic volumes that would be generated by the development. The junction with Gravel Path would be unsuitable and dangerous due poor visibility and the speed and volume of traffic passing the junction. Gravel Path is unsuitable for the traffic that would be generated by the development for the reasons given below and as highlighted in the Berkhamsted Urban Transport Plan. 2. Through Meadway feeding on to Gravel Path. The road is a private close, completely unsuitable for the traffic volumes generated by the development. The junction with Gravel Path would be unsuitable and dangerous due to extremely poor visibility and the speed and volume of traffic passing the junction. Gravel Path is unsuitable for the traffic that would be generated by the development for the reasons given below and as highlighted in the Berkhamsted Urban Transport Plan. 3. Along Ivy House Lane. This would require major widening of the road, replacement of the existing railway bridge with a new wider bridge that is able to take heavy loads, and a second bridge to cross the canal to join the main A4251. However, the consequential significant infrastructure expenditure would provide a much needed North-South route into Berkhamsted that would route traffic away from Gravel Path. <p>That there is a significant problem on Gravel Path has been recognised at all levels of local government for more than two decades. In 2006 330 local residents from 239 households signed a petition from the Safer Gravel Path Action Group with the support of Berkhamsted Town Council to the Dacorum Highways Joint Members Panel requesting that: 'Dacorum Borough Council and Hertfordshire County Council consult with the Group in order to assess the safety problems affecting motorists, pedestrians and cyclists using Gravel Path and take action to reduce traffic speed and minimize injuries and collisions'. Although a number of traffic calming measures were undertaken as a result of the petition these were inadequate and failed to resolve the problem.</p> <p>More recently the Hertfordshire Police & Crime Commissioner authorised the Group to run the</p>

Community DriveSafe scheme at three locations on the road. In May 2013, the severity of the problems led to Hertfordshire County Council to include in the Berkhamsted Urban Transport Plan proposals for works to Gravel Path to tackle this situation (see Scheme 36 of the Berkhamsted Urban Transport Plan), and Berkhamsted Town Council ranked this Scheme as one of its top three priorities for the area.

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- The site, and Ivy House Lane, floods with every heavy downpour
- The site is greenfield and borders an AONB. Development would have a significant impact on the local environment.

Include files	
Number	Question 46
ID	LPIO3018
Full Name	Mr Paul Stanbridge
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Site HH-1b has already had to accommodate high levels of development from the Grovehill and Woodhall farm expansion of the original New Town. Wildlife and rural access have been enhanced by the use of sympathetic farming. Much of this area has 'dry' rivers, which regularly flood. Crown Estates has developed its plans since its purchase of Wood Farm, Picotts End and is aggressively trying to buy all of the land of this site, against the wishes of the present farmers.
Include files	
Number	Question 46
ID	LPIO3035
Full Name	Ms Evelina Furmanek
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Option 1A should be chosen. No building on green belt. Brownfield options have not been used up, there is a disused airfield at Bovingdon etc. Greenbelt should remain green unless exceptional circumstances, there are not here.
Include files	
Number	Question 46
ID	LPIO3045
Full Name	Ms Evelina Furmanek
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	KL-H2 is a beauty spot, I object to building on this piece of greenbelt land. There is no need to concrete over this plot when there are brownfield sites that are sitting empty. Would risk the character of Kings Langley and would cause coalescence with neighbouring settlements.
Include files	
Number	Question 46

ID	LPIO3119
Full Name	Mr John Whiteman
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 of Tr-h1 would have a severe impact on the Tring landscape viewed from the AoNB. There is also a significant local flooding risk, demonstrated in a recent wet spring when water was pouring across the corner of this site for weeks, flooding the little cottage.</p> <p>Tr-h2 has very poor access, especially for pedestrians, via Marshcroft Lane; it has a severe impact on the landscape for a relatively modest number of homes.</p> <p>Tr-h3 is the least worst option if development has to take place to the East of Tring as it has access to roads and is close to schools, plus has the least adverse impact on the AoNB landscape.</p> <p>Tr-h5 should be considered for a higher share of residential development; it already has road and bus infrastructure and is within walking distance of the centre and schools.</p>
Include files	
Number	Question 46
ID	LPIO3133
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	<p>No confidence in the various consultants used to produce much of the individual site assessment information. There is far too much Green Belt included which suggests you as well as your consultants are ignoring Government policy. This reversal of the Council's position of protecting Green Belt in the Core Strategy to now promoting its development needs explaining.</p> <p>Combining discrete parcels of land into one 'site' as demonstrated in Be-h1, should not be done. The fact that they are all in one ownership, Patron Capital, a hedge fund, should not influence their suitability for development..</p> <p>The adverse cumulative affect of developing a series of sites in Berkhamsted and Tring is ignored.</p> <p>Comment on individual sites:</p>

	<p>Be-h1.Rejected for development under the Core Strategy. Productive Green Belt farm land meeting the core purposes of Green Belt. Nothing has changed. Suggested 'benefits' in a range of social leisure, community and commercial facilities will not happen. This is not one parcel of land</p> <p>Be-h2. Playing fields. Surprising that such an august body as Berkhamsted School should be proposing their loss to the town. If no longer required by them they should be made available for community use. Since the land is believed to have been gifted to the School such a gesture would be in keeping.</p> <p>Be-h7 Reject.. Open fields at the gateway to Berkhamsted feature the River Bulborne running through it in a natural state rather than man made culvert. Risk of flooding. Extends Town closer to Bourne End. Green Belt. Conservation Area. There will not be any new infrastructure provision. Highways issues with new access onto London Road at what is now a fast stretch as vehicles enter/leave the Town.</p> <p>The cumulative effect of developing the Berkhamsted Green Belt sites will destroy the character of the Town and goes directly against the 'Vision' being promoted.</p>
Include files	
Number	Question 46
ID	LPIO3192
Full Name	Mrs Deborah Waller
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 46
ID	LPIO3203
Full Name	Mrs Juanita Mann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Tr-h1 Tring would be a particularly poor choice. Tring is a small market town without the capacity to service this number of new homes</p> <p>The main road through Tring is narrow & steep with no option to widen</p>

	<p>Infrastructre is poor for buses (even for the station), parking (in town & at the station), Dr's surgeries are closing not opening, schools, shops etc</p> <p>Local roads are narrow and lead to small, narrow villages: The school at Aldbury faces the road on a sharp bend. Ivinghoe already experiences severe traffic problems which have received national coverage. Increases in rat-run traffic would lead to safety issues and congestion</p> <p>The area backs onto the canal with it's low light pollution and consequent diverse wildlife; which attracts visitors throughout the year</p> <p>Station Road is heavily used by visiting cyclists & cycling events, Such a significant increase in traffic would raise safety issues - see Pedestrian Safety Report: Police & Crime 2017</p> <p>The area forms a buffer between Tring and the Ashridge estate.</p>
Include files	
Number	Question 46
ID	LPIO3246
Full Name	Mr George Wheway
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside is a community farm with rights of way for residents to walk their dogs, jog etc. It also offers a valued landscape which separates the village from the M25 and A41. Wayside Farm has scheduled ancient monuments located on its land as well as substantial historic significance. Queen Eleanor had a palace on this land in the 13th century. It is also a flood zone.</p> <p>Shendish - Issues with water table and flooding. It has specimen trees which are protected. Issues with access over bridge and Rucklers lane which is too narrow for access. Traffic congestion around this area due to Herts CC offices opposite. Heritage assets exist on this site.</p> <p>Rectory farm - brownfield site could be used for houses in return for land for Sunnyside Rural Trust (Hemel Food Garden) as previously mentioned and TIK local growing. Access along the river should be developed as this is a wildlife corridor.</p> <p>Hill farm - this area is already very congested due to 3 schools close by and consequent traffic here and also into Chipperfield. Hundreds of school children walk to school and any more traffic could lead to accidents with children getting hurt or more.</p>
Include files	
Number	Question 46

ID	LPIO3257
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	<p>The whole exercise and creation of this plan in my view is flawed and is an unnecessary expense for the council tax payer. I feel DBC residents are being pushed into accepting numbers which are based on flawed premises. It has a divisive feel - there are no areas for development in market towns and villages which will not have a significant impact and cause irreparable environmental damage. Why did DBC pursue a new Plan instead of a partial review of the agreed core strategy? Why include proposals on Green Belt land that have previously been rejected and opposed by DBC themselves? How far are DBC being pushed by owners and their developers who make unrealistic promises.</p> <p>With regards to specific pieces of land, absolutely nothing has physically changed - so why are they included again. For example, Be-h1: the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.”</p> <p>Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below</p> <p>Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.</p> <p>The loss of productive farm land.</p> <p>Impact on the Green Gateway into the town – impact on transition area from urban to countryside</p> <p>The land is not well related to existing services and facilities in the town centre.</p> <p>Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult</p> <p>Additional traffic created by the site could add to existing problems in the AQMA at Northchurch</p> <p>Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place</p>

	<p>Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.</p> <p>The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade it.</p>
Include files	
Number	Question 46
ID	LPIO3262
Full Name	Ms Karen Harrison
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish falls within Kings Langley Parish Council. As such there are two proposed greenbelt sites under threat of huge developments in Kings Langley (HH-h3 and KL-h3), alongside the other two proposed sites in the village (KL-h1 and KL-h3). These developments would lead to blurred boundaries and sprawl in to existing settlements.</p> <p>I wish to comment specifically upon the proposed development at Shendish HH-h3. This area is bordered by the A41, the A4251 and railway line to the east, the recent housing development of hundreds of homes on Apsley Manor Estate to the north and Rucklers Lane to the south. Should the greenbelt land at Shendish be developed it would result in Rucklers Lane in effect becoming merged with Hemel to the north. The area has already been affected by the developments at Nash Mills. This latest proposal would have a detrimental environmental impact upon residents of Shendish/Rucklers Lane areas, as well as Kings Langley as a whole. There would be a significant increase in traffic in the area, an area which already struggles with the quantity of traffic. There is often long tailbacks on the A41, queuing traffic on the A4251, not to mention issues with parked vehicles on Red Lion Lane and Rucklers Lane, along with queues through the High Street itself on towards the M25.. At rush hour there are long queues throughout Apsley, especially in the area of Doolittle Meadows Business Park which is opposite the entrance to Shendish itself. Access to Shendish is very difficult over the railway bridge and a proposed access via Rucklers Lane would be dangerous and inaccessible due to parked cars of residents (with no scope for widening the road due to houses). Any development would have an impact on air, noise and light pollution.</p> <p>Shendish is on a steep slope facing Gade Valley and Rucklers Lane. The additional surface water that would be generated by the destruction of fields for a new development would have a significant impact upon the</p>

	<p>surrounding area. Being in a valley, Rucklers Lane is already prone to flooding.</p> <p>The addition of this number of houses to Kings Langley would put a strain on an infrastructure that is already struggling and result in the permanent loss of our greenbelt land for future generations and the rural character of Kings Langley. People enjoy the greenbelt areas around Kings Langley for many leisure activities not to mention the impact on the local wildlife.</p>
Include files	
Number	Question 46
ID	LPIO3294
Full Name	
Company / Organisation	Premier Property Acquisition
Position	
Agent Name	Mr Jonathan Buckwell
Company / Organisation	DHA Planning
Position	Director
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Please see attached response
Include files	Response to Q46
Number	Question 46
ID	LPIO3307
Full Name	Mr Peter Hadden
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 will write separately in more detail regarding this site but in summary:</p> <p>It is wholly unsuitable for the proposed development because:</p> <ol style="list-style-type: none"> 1. It is on Green Belt land 2. Access could hardly be worse; a narrow rural lane, the exits from which at the southern (town centre) end are themselves narrow and hemmed-in by the canal on one side and the railway line on the other. And, as we have been reminded over the last few days, its steepness makes it impassable to all but four-wheel-drive vehicles in wintry weather. 3. It immediately adjoins the CAONB and would have a significant detrimental impact on the beautiful valley landscape.

	<p>4. The site is home to badgers, deer, bats, hares and other wildlife.</p> <p>5. There is particularly poor provision of services on this side of the valley and the journeys to access those services elsewhere would inevitably be made by car given the local topography and thereby add to the existing traffic problems and consequent environmental damage.</p>
Include files	
Number	Question 46
ID	LPIO3356
Full Name	Mr Peter Hadden
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 respect of Site Be-h3</p> <p>I will write separately in more detail regarding this site but in summary:</p> <p>It is wholly unsuitable for the proposed development because:</p> <ol style="list-style-type: none"> 1. It is on Green Belt land and the justifications put forward for de-classifying this parcel of land from the Green Belt have no merit and run contrary to central government policy. 2. Access could hardly be worse; a narrow rural lane, the exits from which at the southern (town centre) end are themselves narrow and hemmed-in by the canal on one side and the railway line on the other. And, as we have been reminded over the last few days, its steepness makes it impassable to all but four-wheel-drive vehicles in wintry weather. 3. It immediately adjoins the CAONB and would have a significant detrimental impact on the beautiful valley landscape. 4. The site is home to badgers, deer, bats, hares and other wildlife. 5. There is particularly poor provision of services on this side of the valley and the journeys to access those services elsewhere would inevitably be made by car given the local topography and thereby add to the existing traffic problems and consequent environmental damage.
Include files	
Number	Question 46
ID	LPIO3389
Full Name	Mr Michael Partridge
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Bov-h1, Bov-h2 and Bov-h3 would all impact significantly on Green Lane.</p> <p>Green Lane is already a rat run between Bovingdon High St/Chipperfield Road and Chesham Road. As such it is a dangerous road with much of the traffic using it as a cut through and travelling at high speed. There is no effective speed control on the two straight lengths of the lane.</p> <p>Using Green Lane as an access road to these sites would increase traffic flow to unacceptable levels and change the character of Green Lane, Homefield (currently a cul-de-sac) and Louise Walk (currently a cul-de-sac), making them major thoroughfares/access roads.</p> <p>Parking overflow in Green Lane from the primary school and High Street already causes obstruction making two way passing impossible at times - this existing problem would be made significantly worse.</p>
Include files	
Number	Question 46
ID	LPIO3456
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>Shendish is wholly within the Knags Langley Parish and should not be included in Hemel. Kings Langley is looked to for the infrastructure transport etc Building on this site goes against the protection of settlements from coalence . Access to the site is via a narrow road onto the busy London Road. If a developer gains access through Rucklers Lane the access onto the London Road is through a road restricted to a single lane by parking as the Victorian houses do not have off road parking. Restricting parking by yellow lines would open the road but there is NO WHERE else residents can park.</p> <p>Rectory Farm is good quality farming land due to the previous use by a turkey farm. The current allotments could be increase and more use made of the land as amenity land for all the village and as a wildlife corridor. It is the only land open on both sides from the M25 to Boxmoor.</p> <p>Hill Farm The land is not as described in the plan and no account has been made of the local topography.</p>

	Wayside Farm is an important part of the village which is used daily by the much wider community. IT is a valuable asset to the village and the whole of this areas.
Include files	
Number	Question 46
ID	LPIO3458
Full Name	mr gavin waller
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 46
ID	LPIO3465
Full Name	Mrs Linda Partridge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Bov-h1, Bov-h2 and Bov-h3 would all impact significantly on Green Lane.</p> <p>Green Lane is already a rat run between Bovingdon High St/Chipperfield Road and Chesham Road. As such it is a dangerous road with much of the traffic using it as a cut through and travelling at high speed. There is no effective speed control on the two straight lengths of the lane.</p> <p>Using Green Lane as an access road to these sites would increase traffic flow to unacceptable levels and change the character of Green Lane, Homefield (currently a cul-de-sac) and Louise Walk (currently a cul-de-sac), making them major thoroughfares/access roads.</p> <p>Parking overflow in Green Lane from the primary school and High Street already causes obstruction making two way passing impossible at times - this existing problem would be made significantly worse.</p>
Include files	
Number	Question 46
ID	LPIO3495
Full Name	Mrs Louise Saul
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Re the suggested ares in Kings Langley - to build on these would destroy the character of the village and the countryside residents and wildlife enjoy as well as the livelihoods of those working on the land. It would also have an adverse impact on health as residents enjoy walks along the footpaths in these areas. The surrounding countryside was a major draw for us to Kings Langley and to loose it would destroy the character of the village.
Include files	
Number	Question 46
ID	LPIO3538
Full Name	Mr Ashley Martin
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 general points I would make about development in Berkhamsted are:</p> <ul style="list-style-type: none"> - Berkhamsted has already delivered double the number of homes per annum on the 2006 plan while Hemel is 21% behind its target (yet has received £30m investment in urban regeneration) - Significant strain on infrastructure - lack of school places, trains into London are overcrowded, significant traffic congestion and lack of car parking space. Low water pressure. - Greater employment opportunities in Hemel so development in Berkhamsted creates extra travel requirements by car - 'Promise's' of investment in infrasructure by developers are mostly broken or conceded by planning authorities <p>As for the site at Bell Lane/Darrs Lane (Site Reference Be-h4):</p> <ul style="list-style-type: none"> - Bell Lane /Darrs Lane are single track lanes with soft verges and with no scope for widening. Access would need to be by Durrants Lane and Shootersway which already is used as a 'rat run' to avoid the town. This adds to traffic congestion at the Shootersway/Kings road junction - Dacorum's plan also includes a further 250 houses at Blegbury Gardens and Haslam Fields - the cumulative effect will be to cause enormous congestion at the Shootersway/Kings road junction

	<ul style="list-style-type: none"> - The steep gradient of the slope at both Darrs Lane and Bell Lane means that car use is inevitable leading to further pollution in the area - The west side of Darrs Lane is a designated Chiltern's area of Outstanding Natural Beauty. The Government has stated that Green Belt should be developed only in "very special circumstances" with "substantial weight" given to harm to the Green Belt. - The area is clearly visible from the CAONB to the North (National Trust owned Ashridge Estate) and would seriously affect the views from the Estate - Development would also ruin the views from Bell Lane/Darrs Lane over the valley towards the Ashridge Estate - Dacorum's own planning consultant Arup (in their report dated Dec 2016 - Green Belt Review Stage 2) recommended that Green Belt status should be preserved over this land as indeed they did to all the land west of Durrants Lane. - Loss of land for wildlife- currently larks, tawny owls and bats are often seen. This land also provides hedgerow habitat and space for nature which would not be compensated by open space within the proposed development - Presence of sink holes along Bell Lane edge of the field would create serious subsidence risks - The proposed development includes an area of archaeological significance (Grims Ditch). According to the Dacorum report such areas would be preserved as part of their development strategy - Northchurch High Street is one of 3 areas within Dacorum designated as an AQMA. As a result the additional traffic through both Darrs Lane and Durrants Lane would exacerbate the current pollution issues. - There is currently no mains gas or sewage infrastructure on this site and there are no plans by Herts CC to install. - Whilst affordable housing is clearly needed there are many other sites which would be less damaging to the CAONB and to local wildlife which would be more practical.
Include files	
Number	Question 46
ID	LPIO3544
Full Name	Mrs Diana Calderwood
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Green Belt land should not be used for development and should be protected as the buffer to our Chiltern

	AONB. Almost all these sites protect the character and amenity of the towns they surround and therefore should not be considered in the Site Appraisals. Please see my letter with comment on site Be-h3. The importance of looking at topography and visual impact has not been considered and, being on 'edge of town', should carry significant weight.
Include files	
Number	Question 46
ID	LPIO3600
Full Name	Mrs Sandra Jackson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>You have stated that "HH-h3 Land at Shendish, London Road" is within Hemel Hempstead, but it is actually within Kings Langley Parish boundaries.</p> <p>All of these other sites at KL-h1 Land at Hill Farm, Love Lane</p> <p>KL-h2 Land at Rectory Farm, Hempstead Road</p> <p>KL-h3 Land to the east of A41 and Wayside Farm, Watford Road</p> <p>Are also within Kings Langley Parish boundaries. If any of these sites are developed, it will seriously and forever change the nature and character of our village, and in fact Kings Langley will no longer be a village.</p> <p>Wayside Farm should be removed completely from any proposals - to even consider building on this beautiful site, one of only 2 dairy farms locally, is madness.</p> <p>Hill Farm is in the midst of the most congested part of Kings Langley - near to the secondary school, and there is no way to improve access and reduce congestion in that part of the village to accommodate a new development.</p> <p>All of these proposed developments will lead to urban sprawl, meaning that Kings Langley will coalesce into a suburb of Watford to one side and Hemel to the other side, plus Abbots Langley on the 3rd side.</p> <p>These proposed developments are just wrong and should be excluded from further consultations.</p>
Include files	
Number	Question 46
ID	LPIO3601
Full Name	Mrs Sandra Jackson
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 whole consultation process has been made deliberately difficult and time consuming. 47 questions to be answered comprehensively has taken me about 8-10 hours. You have referred to so many other documents that I am supposed to be familiar with in order to effectively answer the questions you have posed - this is an intolerable way to conduct a consultation.</p> <p>You have allowed only 6 weeks of consultation for such a major piece of work that will guide developments until the 2030s, but yet you have had reports compiled for months in advance of this. It is my contention that you have made this process of consultation deliberately difficult, time consuming and complicated so that you are faced with less objections.</p> <p>You have urged consultees to choose an option, and this will have the effect of each area wanting to choose the option that affects them the least so you have employed the divide and conquer method of consultation - this is wrong and reflects badly upon you.</p> <p>I doubt that you will take the time to consider each of the objections and /or comments people have responded with, because you will have already decided which option you will go for, with scant regard for the wishes of the people you purport to serve.</p> <p>You have not chosen to fight the proposals and instead have suggested the threat of developers going to appeal and being able to build what they like where they like without input from DBC. I dislike that you are using this threat as a reason for not fighting against daft proposals that will significantly change our area forever.</p> <p>You have not once demonstrated through this consultation that you intend to fight to keep Green Belt as just that - Green Belt, so that future generations can benefit from the wisdom you chose to employ in keeping our spaces green. You have not demonstrated any exceptional circumstances that would induce a redesignation of Green Belt, nor have you shown that you will be guided by National Government guidelines to retain Green Belt land.</p>
Include files	
Number	Question 46
ID	LPIO3623
Full Name	Mrs Linda Warren
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	The site Bovh4 would increase traffic in an area which has severe problems already,
Include files	
Number	Question 46
ID	LPIO3677
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	HHh3 - shendish is not part of hemel hempstead
Include files	
Number	Question 46
ID	LPIO3682
Full Name	Mr Ronald Schafer
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 two farms make an attractive rural entrance to Tring, visible from the Ridgeway National Trail and AONB and from the roadside.</p> <p>A public footpath through Cow Lane Farm provides public access through the countryside.</p> <p>Full of housing, road development and with industrial units and a large supermarket the area is going to be urban and ugly.</p> <p>Cow Lane Farm is a heritage farm which is recognised and subsidised under 'Higher Level Stewardship' scheme. The traditional farm management therefore complies with a range of principles involving planting and maintenance of hedgerows, field margins, field rotation involving periods of fallow, natural meadows rich in flora and fauna and restrictions and prohibitions on the use of pesticides and fertilizers. This is valuable and should not be lost.</p> <p>An area of Cow Lane farm is separately designated for wildlife conservation. This is valuable and should not be lost.</p> <p>These farms taken and all the many other farms under threat from the proposed developments are important for local food production.</p> <p>Cow Lane farm itself could be used as a really valuable educational resource.</p>

	<p>The loss of the livelihoods of the tenant farmers and their employees does not seem to have been considered.</p> <p>There is already a significant and virtually continuous level of noise from the A41 especially the raised section. There would be further noise from the additional traffic generated by the proposed large scale developments in the immediate area. The suggested improvements to access to the A41 access would attract even more traffic down Cow Lane from further away. This continuous traffic noise would be quite unpleasant for the proposed housing.</p>
Include files	
Number	Question 46
ID	LPIO3692
Full Name	Mr Nick Lavery
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 strongly object to the plan to build 1700 houses in Berkhamsted, including 225 on green belt land for the following reasons:</p> <ul style="list-style-type: none"> - The infrastructure cannot cope, eg getting through the town at peak times is almost impossible with cars, a bottleneck and no option to upgrade this. Schools, trains, parking, GP options are already at capacity - It would ruin NT land at ashridge and the character of darrs/bell lane - green belt land should be protected and the government states should be built on only in very special circumstances - The council consultant recommended not to go ahead in a December 2016 report - Berko has doubled homes vs the 2006 plan whereas Hemel is 21% behind its target - Limited employment options which are greater in Hemel - single track lanes (Bell/Darrs) make access impossible and shootersway traffic is already significant - Distance and steep hill to the town means increased car use is likely with nowhere to park - There are other more suitable options such as Hemel
Include files	
Number	Question 46
ID	LPIO3750
Full Name	Mr Andrew Smith
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	See all previous answers relating to Be-h4.
Include files	
Number	Question 46
ID	LPIO3772
Full Name	Mr Bruce Morris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Site Be-h3 Land at Ivy House Lane. See uploaded file, no apologies for uploading BRAG points but they seen spot on.
Include files	Ivy House Lane Bullet Points
Number	Question 46
ID	LPIO3783
Full Name	Ms Laura Mahlmann
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	KL-h3: Wayside farm is an important recreational area for KL residence. It allows people to connect with nature while walking their dogs and improves mental well-being. Also, the identity of the working farm as a active part of our community with one of only two remaining jersey herds in the county,is something to value and protect. No only to give our children the rare opportunity to connect with this part of our English heritage, to be able to see where milk is produced and what cows and calves look like, but also to appreciate the very special supply of raw milk and locally produced produce, which is extremely well received and supported. This is a site of environmental, heritage and recreational value and cannot be seriously considered for development. There will only be negative impact.
Include files	
Number	Question 46
ID	LPIO3802

Full Name	Mr Richard Sidwell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>KL-h1: Access to this site would deem it unfeasible. The roads serving it(Langley Hill, Vicarage Lane and Love Lane) are already hugely burdoned and at peak times have queues back to the top of the hill. New traffic would have to deal with 3 schools also using these roads, an already hazardous situation. The plan states "level access to the village" which is clearly wrong. On top of this, this route is also used for access to Chipperfield. The site access is about 50 metres from a school entrance, clearly inappropriate.</p> <p>KL-h2: An area of outstanding natural beauty, green belt land, a rare wildlife corridor along the canal, risk of flooding from the canal(which has occurred), and currently being used to grow local food, an enterprise which will hopefully expand over the coming years.</p> <p>KL-h3: No, No, No. This is such an important open space and Green Belt land which MUST be fully protected. The idea of destroying our green belt land, allow towns and villages to coalesce into one mass urban sprawl is unthinkable. Wayside Farm is now selling raw milk to the public, a tremendously successful local business which has now given rise to a farm shop, also selling local produce and given the village a valuable feel good asset as well as resource. I have met people from as far afield as Slough, Oxford and Enfield who come to buy this mile which is produced by one of only 2 Jersey cow herds left in Hertfordshire. School education trips, walkers, runners, dog walkers, nature lovers all use the footpaths which have protected status yet are not mentioned in the plans. Well-being of locals is a core principle of planning, this area provides this in so many ways & would devastate the character of Kings Langley, another core principle of planning: to develop within the character of the local area. Traffic exiting onto the main road would be appalling and the proposed development into offices/warehouses is clearly not needed as demonstrated by the empty offices nearby and conversion to flats of one office building. Clearly one of the most inappropriate ideas of the entire document.</p> <p>HH-h3: How would access possibly work as well as destroying a large open space. THis would merge Kings Langley to Hemel and Apsley, a clear contravention of government planning guidelines.</p>
Include files	
Number	Question 46
ID	LPIO3807
Full Name	Mr Carl Howey
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 proposed HH-h3 site at Shendish is part of the Parish of Kings Langley and not a part of Hemel Hempstead, this is only thought of as such by the use of HP postcodes because of where the postal boundaries have fallen.</p> <p>The proposals to build on the site at Shendish would lead to the coalescence of Kings Langley into Hemel Hempstead which would furthermore lead to Kings Langley losing it's identity as a village.</p> <p>The proposed access points to the site at Shendish are unworkable as there is no room to expand either Shendish Drive (below the railway bridge) or the bottom of Rucklers Lane (at the traffic lights).</p> <p>Add to this the fact that the traffic on the A4251 from the M25 at Junction 20, through Kings Langley High St, along Hempstead Rd and then London Rd into Apsley is already regularly at a standstill in both directions - to then increase the number of vehicles by potentially 1800 to and from just this one site alone would be totally catastrophic to the local road network.</p>
Include files	
Number	Question 46
ID	LPIO3808
Full Name	Mrs Louise Eykelbosch-Howey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Site HH-h3</p> <ul style="list-style-type: none"> - Shendish falls within Kings Langley Parish, so unsure why it is listed as Hemel Hempstead! - Proposals to build on Shendish have been turned down by Dacorum Council on more than one occasion so why suggest this site again. - It would be a loss of Green Belt Land. - The access road from the A4251 is inadequate as it is too narrow for a two lane road to be made, there is no public foot path and no lighting. There can be congestion up Shendish Drive with lorries, refuse lorries and coaches going to the manor as they are unable to pass on the narrow road so more traffic will make it considerably worse. - Additional parking problems, road congestion and increased noise levels for local residents.

	<p>- This area is currently used by walkers, dog walkers and D of E students so this would be a loss for those people.</p> <p>- It will stop the coalescence of Hemel Hempstead and Kings Langley and preserve the location at Shendish.</p>
Include files	
Number	Question 46
ID	LPIO3812
Full Name	Mr James King
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>KL-h1, KL-h2, kl-h3, HH-h3</p> <p>As a resident of Kings Langley the proposals to target green belt land around this village would destroy the very character of the village. It will soon merge into Hemel Hempstead and will be forgotten as a village, an awarding winning one at that and will just become an area of urban spread from Watford to Hemel Hempstead.</p> <p>The proposals for Wayside Farm are astounding. A working dairy farm that offers a unique product [raw milk] to the community, for which people now travel from miles away to take advantage of. This has then spread into other goods being provided and successfully so, increasing the economy of the area, people can go into the village butcher and get products that have been lived less than a mile away. As it is understood the farm is tenanted and farmers meet the terms of their tenancy, they provide to the local community and enhance the character, but it's removal is being targetted. To consider the area prime for office space is bizarre, when there are buildings within the borough which are not occupied, so why build more and take away something that offers a point of difference.</p> <p>The local road and rail infrastructure cannot cope with the current population, there isn't the space to solve those problems before adding more households and vehicles into the equation. Additionally other services are being taken away, especially healthcare, then libraries and education won't be able to meet current standards.</p> <p>Plans need to be made to cope with the current levels before breaking things even further.</p>
Include files	
Number	Question 46
ID	LPIO3845
Full Name	mrs caroline parnell
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Quite simply, the proposed development/s at Shendish and Kings Langley would all suffer from an inadequate infrastructure which cannot be improved.
Include files	
Number	Question 46
ID	LPIO3866
Full Name	Mrs Susan Castle-Henry
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>KL-h1 Hill Farm: The only access shown to the site is from Love Lane. All 3 roads down to the High Street from Love Lane (Secondary School) - Common Lane (Primary School), Vicarage Lane (one-way only due to parking), Langley Hill (Rudolf Steiner School) - become completely blocked with traffic at beginning and end of the school day. The existing congestion already adversely affects the fire station on Common Lane. New housing on the Hill Farm site would mean more cars making the situation even worse.</p> <p>It is not true to say there is "level access" to the village as Hill Farm is on a hill.</p> <p>KL-h2 Rectory Farm: The brownfield part of this Green Belt site could be used for a limited number of small housing units but the rest should not be built on. See http://www.klcb.org/rectory-farm-project/ for a constructive vision for this as a community amenity site.</p> <p>KL-h3 Wayside Farm: This is a dairy farm whose success is dependent to a considerable extent on its proximity to Junction 20 of the M25: moving it elsewhere would not be feasible as many customers travel from north London to buy the raw milk. It is a valuable asset to the village which would be lost if the site were to be developed for housing or offices. Such development would increase road traffic on the A4251 which is already heavily congested morning and evening. As Green Belt land it should be retained as a buffer between Kings Langley and Watford to prevent coalescence.</p> <p>HH-h3 Shendish: This site is in Kings Langley Parish and is vital as a Green Belt buffer between Kings Langley and Apsley/Hemel Hempstead. If it were to be built on, Kings Langley would become a suburb of Hemel Hempstead and thus lose its identity as a village.</p>

	The only access routes to this site shown on the plan are to the A4251 and Rucklers Lane, neither of which have the capacity to take any more traffic.
Include files	
Number	Question 46
ID	LPIO3878
Full Name	Mr Robin Knowles
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	As a person that jogs across the Wayside Farm and Shendish paths and cycles up Rucklers Lane and around Shendish. The developments at these sites would destroy some wonderful countryside and wildlife in these sites that are part of the village at Kings Langley. It's almost as if the developers want the residents of Kings Langley to move out and destroy the village character, people are already considering it now.
Include files	
Number	Question 46
ID	LPIO3879
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	<p>My-h1 - Under current flightpath from Luton and doesn't consider noise and air pollution living under the flightpath</p> <ul style="list-style-type: none"> - Inappropriate density for family homes with space to expand. - Doesn't consider the waste water infrastructure requirements - Complete lack of current schooling infrastructure - part of the proposed land in a flood run off area for the village - lack of current medical provision in the village - lack of 3 / 4 bedroom family homes within the proposal <p>My-h2 - Proposal doesn't comply with the Issue 6 of keeping in line with existing residential character with the proposed density</p>

	<ul style="list-style-type: none"> - Proposed assessment doesn't consider the lack of mains waste water to the site - Proposal doesn't consider any of local infrastructure requirements, in particular the impact on the local school - The Pickford Road junction is already a breakpoint with the traffic to the private school, an extra 50 or so cars will compound the issue which isn't considered within the assessment as the location doesn't allow for easy walking access to the centre of the village (Steep hill) - Density allocation doesn't reflect village requirement of car ownership as there are limit public transport - Lack of current medical provisions in the village
Include files	
Number	Question 46
ID	LPIO3944
Full Name	Mrs Polly Walker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Q 46</p> <p>Site Ref Be-h4</p> <p>This particular site is wholly unsuitable for the building of residential dwellings and no further consideration ought be given to the proposals, for the following reasons:</p> <p>Dacorum's consult in December 2016 recommended that Green Belt status should be maintained for this land (December 2016 report by Arup Consulting on behalf of Dacorum - Green Belt Review Stage 2).</p> <p>The current proposals completely disregard longstanding government policy to protect Green Belt land and the need to avoid harm to the Chilterns Area of Natural Beauty. The Green Belt land which borders the Chilterns Area of Natural Beauty should only be developed in 'very special circumstances' as advised by the Government, with 'substantial weight' given to harm Green Belt (National Planning Policy Framework, para 86). The current proposals in no way highlight 'very special circumstances'.</p> <p>Not only is this a site of archaeological significance, the site is currently a haven for wildlife, both the spinney on the field and the hedgerows surrounding the area, providing homes to foxes, owls, bats and larks - habitat and space will be lost under the current proposals.</p> <p>The presence of sink holes and fragile valley sides make the land unsuitable for building due to the risks of</p>

	<p>subsidence, additional cost required to attempt to rectify this would be extortionate in every respect.</p> <p>Both Bell Lane and Darrs Lane are rural, single track lanes with soft verges and surrounding residential land, offering no scope for widening. Access to this site would need to be made via Durrants Lane and Shootersway which currently struggle to cope with high volumes of traffic at peak times. Surrounding residential streets offering alternative routes such as Charles Street and Granville Road are already regularly congested due to the volume of parked cars and traffic attempting to progress through - the roads are already hazardous, with no designated safe places to cross and pedestrians forced to cross between parked cars. At busy times stress levels become high and altercations between drivers not uncommon as folk try to make their way through the congested streets - already impacting on the desirability to live in the area. As the steep hill and the distance to town make car usage inevitable, there will be further strain on the infrastructure of the area.</p> <p>At present there are no mains gas / sewage infrastructure at the site and no plans by Herts CC to develop this.</p> <p>Finally, building on this area would permanently destroy views to the National Trust land at Ashridge and destroy the rural character of Bell / Darrs Lane - another huge draw to this area of Northchurch for many of the current residents.</p>
Include files	
Number	Question 46
ID	LPIO4010
Full Name	Mr Paul Walker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Q 46</p> <p>Site Ref Be-h4</p> <p>This particular site is wholly unsuitable for the building of residential dwellings and no further consideration ought be given to the proposals, for the following reasons:</p> <p>Dacorum's consult in December 2016 recommended that Green Belt status should be maintained for this land (December 2016 report by Arup Consulting on behalf of Dacorum - Green Belt Review Stage 2).</p> <p>The current proposals completely disregard longstanding government policy to protect Green Belt land and the need to avoid harm to the Chilterns Area of Natural Beauty. The Green Belt land which borders the Chilterns Area of Natural Beauty should only be developed in 'very special circumstances' as advised by the Government,</p>

	<p>with 'substantial weight' given to harm Green Belt (National Planning Policy Framework, para 86). The current proposals in no way highlight 'very special circumstances'.</p> <p>Not only is this a site of archaeological significance, the site is currently a haven for wildlife, both the spinney on the field and the hedgerows surrounding the area, providing homes to foxes, owls, bats and larks - habitat and space will be lost under the current proposals.</p> <p>The presence of sink holes and fragile valley sides make the land unsuitable for building due to the risks of subsidence, additional cost required to attempt to rectify this would be extortionate in every respect.</p> <p>Both Bell Lane and Darrs Lane are rural, single track lanes with soft verges and surrounding residential land, offering no scope for widening. Access to this site would need to be made via Durrants Lane and Shootersway which currently struggle to cope with high volumes of traffic at peak times. Surrounding residential streets offering alternative routes such as Charles Street and Granville Road are already regularly congested due to the volume of parked cars and traffic attempting to progress through - the roads are already hazardous, with no designated safe places to cross and pedestrians forced to cross between parked cars. At busy times stress levels become high and altercations between drivers not uncommon as folk try to make their way through the congested streets - already impacting on the desirability to live in the area. As the steep hill and the distance to town make car usage inevitable, there will be further strain on the infrastructure of the area.</p> <p>At present there are no mains gas / sewage infrastructure at the site and no plans by Herts CC to develop this.</p> <p>Finally, building on this area would permanently destroy views to the National Trust land at Ashridge and destroy the rural character of Bell / Darrs Lane - another huge draw to this area of Northchurch for many of the current residents.</p>
Include files	
Number	Question 46
ID	LPIO4024
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	<p>Please note that HH-h3 is wrongly classified as being in Hemel Hempstead; It is in Kings Langley Parish.</p> <p>This option removes most of the Green Belt land around Kings Langley and will destroy the rural character of the</p>

	village, overload already stretched road transport links, and increase pollution in the Village to dangerous levels. It effectively merges Hemel Hempstead, Apsley and Kings Langley into one urban sprawl.
Include files	
Number	Question 46
ID	LPIO4035
Full Name	mrs veronica coope
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 too many people and cars in Berkhamsted already the doctors are full the schools are full traffic along Shootersway is now like a main road.Durrants Lane is like a main road with traffic up and down night and day most houses now have a min.of two cars per household.so with the amount of houses you are planning there will be approx.three thousand more cars driving about also with the average household of four there would be an extra of nearly seven thousand people in Berkhamsted .Also we want to save the Green Belt for the future generations .
Include files	
Number	Question 46
ID	LPIO4046
Full Name	dr kim goode
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	DBC needs to be putting far more energy into finding brownfield sites, not just asking others to identify these, although that is a sensible adjunct.
Include files	
Number	Question 46
ID	LPIO4049
Full Name	Mr Charles Bayley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	3 of the sites listed for Bovingdon would require use of Green Lane a small village road which is already virtually single lane due to cars parked along its length. This coupled with the lack of school places, health services, parking and other village amenities makes these 3 sites (Bov-hi, h2 and h3) totally unsuitable for developments of this scale. Bovingdon is already virtually gridlocked for long periods of the day and these developments which could add up to 900 new vehicles to the village and would be totally unsustainable.
Include files	
Number	Question 46
ID	LPIO4053
Full Name	Mr Michael Devlin
Company / Organisation	Grovehill Future Neighbourhood Forum
Position	Chair
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The Grovehill Future Neighbourhood Forum has no objection to the proposals and does not specifically favour any option. We are grateful for the opportunity to comment and would ask that we are kept informed of progress and consulted on proposed developments adjacent to the Grovehill designated area. We look to ensure that any developments surrounding Grovehill will be carried out in sympathy with the aims of the Grovehill Neighbourhood Plan.
Include files	
Number	Question 46
ID	LPIO4060
Full Name	Mr Philip Homer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	In my personal view whilst I understand the need for new homes the general growth in Dacorum Borough as a whole is unsustainable and in particular the proposed building on Green Belt land is particularly so. I have been a resident of Kings Langley for the last 15 years and I spent the previous 25 years in and around the area having been born and raised locally..

In General I think that the ever dwindling greenbelt should be protected and that any development on the greenbelt should be kept to an absolute minimum.

Being a resident of Kings Langley there are a number of points that I would like to make specifically about development in Kings Langley and also other smaller communities in the borough also.

Kings Langley is a small historic village which is closely located to a number of much larger towns, the proposed developments are detrimental to the village of Kings Langley in a number of ways. Not least in that it will damage the character of the village, add traffic to roads which are already incapable of coping and add commuters to the local station which is already unable to cope.

The proposed developments in Kings Langley would change what is currently a village into a town which I feel would be wrong, urban sprawl is destroying villages and it is important to protect the reducing number of small communities as well as the green belt surrounding them which benefits not only the residents of the community they surround but the residents of surrounding bigger communities who can also benefit from the green spaces that separate them from places like Kings Langley, and Bovington.

The proposed developments in Kings Langley would cause the Coalescence of Communities creating an area of unbroken development from Hemel Hempsted to the M25 in Kings Langley. I wish Kings Langley to remain its own separate defined place and believe it is important that our villages are not consumed by bigger towns.

In addition to my objection to the green belt development in general I am particularly opposed to the development of Wayside Farm on a number of fronts.

The farm is a viable business paying rent to the county council and it is the only dairy farm I am aware of in the area. The prospect of destroying this viable business which contributes to the character and environment of the village to build a ridiculous number of houses along with office space when there are a number of offices in the district which are sitting empty is wrong. My view is also that whilst the county council "owns" the farm they are a public body who are supposed to look after the farm on behalf of the local community for the benefit of the local community it is not theirs to sell for a profit to a developer. I am a member of the local community and I object to the selling of a Wayside Farm for development, I wish it to remain in the ownership of the community and continue to be rented and run as a dairy farm for the benefit of the members of the community and the surrounding areas.

The Infrastructure of Kings Langley is already unable to cope with the current demands being placed on it; The traffic in rush hour queues right back from the M25 all the way through Kings Langley and is busy even at non peak times, The drains at the bottom of the hill already regularly flood and over-spill when it rains and the addition of further concrete and tarmac in fields which would normally act as natural drainage will only make this problem worse.

The Train Station at Kings Langley is already operating at full capacity and it cannot cope with extra commuters.

I would also like to note that there has in fact already been a large amount of development in Kings Langley which does not seem to have been taken in to account when putting together this plan. In the time that I have lived in the village there have been a number of developments notably the Ovaltine redevelopment which added an additional 400 residences to the area, and Nash Mills which added 450 (in neither of these developments was the density of dwellings given suitable consideration or the amount of parking provision for that matter; maximum profit was put ahead of all else). Add to this the apartments that are being developed on Home Park Mill Link Road, The development of the old Royal Mail Sorting Office on the High Street, The new retirement home again on the high street (this one being built to the detriment of a conservation area), as well as other developments recently completed or proposed on the common, langley hill and in other locations recent development in Kings Langley easily total up to over 1000 additional residences.

A thousand additional residences that have either been built, are in the process of being built or are already planned and approved to be built in a community of approximately 4000 residences means that Kings Langley has already grown by 25%! 25% growth is already unsustainable and this is before these new proposals are taken into account.

All of this growth both in Kings Langley and in Dacorum as a whole is set against a backdrop of a reduction in the provision of hospital services with Watford already suffering from a lack of capacity struggling to serve an ever growing population (if you can get to the hospital through the traffic).

In summary,

I am opposed to the development of the green belt as a whole, and any future plan should seek to keep this development to a minimum.

I am opposed to the development of Wayside Farm which belongs to the community and is not the councils to sell to developers.

I am opposed to the coalescence of Kings Langley with surrounding towns and do not wish Kings Langley to become part of another community.

Kings Langley has in recent years grown by between 25-30% in terms of the number of residences and is already struggling to cope.

The nature of the village means that it is impossible to add extra infrastructure to cope with the additional numbers of people being proposed.

The wholesale building on green field sites will remove natural drainage and cause areas that already flood to be even more at risk of doing so.

Include files	
Number	Question 46
ID	LP104067

Full Name	Mr Graham Ford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Rather than comment on specific locations, especially those near where I live in Bovingdon, I would rather state that all of the sites have the same issues. They are infill, there are very limited access points to the proposed sites, that all suffer from being situated in locations where currently local infrastructure and services are extremely constrained, they will in the main all remove areas of openness which are important to the nature of each community and fundamentally all are driven by land owners and developers where the profit motive I worry overrides any sense of delivering into the reals needs of our children and future generations.
Include files	
Number	Question 46
ID	LPIO4081
Full Name	Ms wendy Roscoe
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Again this proposal concerning HH_h1a;HH_h1b;HH_h2 would completely strangle Piccotts End conservation area and bring with it numerous problems with large and medium business vehicles.....the East_West link road ,Piccotts End Rd.,Leighton Buzzard Rd. , all in both directions, are log jammed nearly everyday in commuting hours.)</p> <p>I would also like to make the case for the devastating effect there will be on the 300metre residential Piccotts End section of Piccotts End Lane..... the whole lane (HP2) commences at the junction with Piccotts End Rd.(HP1) and travels all the way North to Aycliffe Drive in Grovehill. this causes traffic (delivery drivers and private vehicles) to turn up the lane, which clearly states at the junction is a no through road,to presumably follow their sat nav to get to Grovehill HP2.this happens everyday in ever increasing numbers. when their way is blocked by the farm gate they turn around in the private car park of nos 5,7 and 9 causing not only a nuisance but also considerable wear and tear to the gravelled surface. when the farm gate is open they travel up the very narrow lane until they reach the bollards that block the</p>

	<p>entrance to Grovehill.....either reverse back down or manage to turn if small enough.</p> <p>Then there is the nuisance motorbikes and scooters that know this is not allowed but hare up and down at will to reach the town or Grovehill.....police are very aware and know these are mostly illegal vehicles but by the time they have reached Grovehill via Link Rd themotorbikes have disappeared leaving the residents being asked to try to get reg numbers .Lastly, the footfall. How nice for local people to be able to walk down to Gadebridge Park in the spring/summer/autumn but along with that comes the antisocial behaviour as anywhere....plant pots picked up and thrown, fights erupting , attacks on a walker who needed an ambulance etc etc.</p> <p>The message I am trying to get across is that along with the right to provide homes for the residents of Dacorum comes the responsibility to consider the impact on those who already live there.</p>
Include files	
Number	Question 46
ID	LPIO4167
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	<p>Tr.h1 – I think that this is the most favoured of all “green belt” options as it gives the opportunity to provide a much needed link with proper pavements and lighting between Tring town and the railway station. But the detail should include a green corridor and planting barrier with Marshcroft Lane and the canal.</p> <p>Tr.h2 and Tr.h3 Only if green barriers are maintained along Bulbourne Road, Marshcroft Lane and the canal.</p> <p>Tr.h4 – I object to this option. This plot should be kept clear to maintain a green link to recreation activities to the east.</p> <p>Tr.h5 – This plot should be safeguarded for future school expansion and mixed social use. Any development must be of the highest quality recognising the setting.</p> <p>Tr.h6 – I object to all development to the NW of Icknield Way. This area should be preserved to retain the special pastoral value between the town and the canal/reservoirs hinterland.</p>
Include files	
Number	Question 46
ID	LPIO4172
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	<p>SITE Tr-h5 LAND AT DUNSLEY FARM, TRING</p> <p>If my memory serves me right, this is a second bite at the Cherry. When we were consulted previously, for the present Core Strategy, the proposition was that only 500 houses would be built in the time period under consideration & the choice was between this site and the site in western Tring. This site was rejected & the site in western Tring LA5 chosen, as having less bad consequences & being more enclosed & less intrusive. The same arguments against any development of Tr-h5 still apply. This is a large site (90 plus acres) of predominantly open field Green Belt. Like Tr-h1, it is a highly sensitive area, forming the main green gateway into Tring, being what most people see when they first enter Tring. it is what substantially gives Tring its rural feel. On entering Tring from the A41, on your left are the mellow old and curving brick walls of Tring Park Mansion & on the right the green fields of Dunsley Farm, often with grazing cattle, which make up Site Tr-h5. In addition it is critically sited between the AONB of Pendley Manor (as to which please see comments on Site Tr-h4) and the AONB of Tring Park. The Manor of Tring dates back to Domesday book & has a long history entangled with the Industrial history of the town & by virtue of its ownership by the wealthy banking family of Rothschild, to which the town owes so much of its architecture (William Huckvale), and even for its water supply. Also Walter Rothschild was responsible for one of Tring's major assets, the unique Natural History Museum. The Mansion is listed Grade II & is now a performing Arts School.</p> <p>Also the Site is highly visible from the entries to Tring, & the A41 , which are raised above the site, from where there are extensive views of the Chiltern Hills, against which any development would be clearly seen. The land is owned by Hertfordshire County Council and is valuable as a farm which can be let out to young entrants to farming. This valuable facility would be lost as also a valuable farm on which our food is produced, which is of increased importance on leaving the EU. The present tenant has diversified & there is a thriving farm shop & cafe, and one of Tring's important businesses, Tring Brewery. The development of this site would be very critical & there is very much to lose both, aesthetically, historically & practically: substantial development is likely to be a great loss to the town. However there could be some adjustment to the site to the north to make a more consistent Green Belt Boundary. However I would argue that any loss of farming land should be compensated by addition of corresponding land to compensate for the deficit, to retain viability of the farm as a practical unit for production of our food, for posterity.</p>

Include files	
Number	Question 46
ID	LPIO4191
Full Name	
Company / Organisation	CALA Homes Chiltern Ltd.
Position	
Agent Name	Mr Les West
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	CALA Homes (Chiltern) Ltd. supports the allocation of site Be-h5 Lockfield, New Road, Northchurch and is submitting a report and accompanying evidence to the Council in support of the suitability of this site for residential development by e mail directly to Strategic Planning at Dacorum Borough Council.
Include files	
Number	Question 46
ID	LPIO4193
Full Name	Mr Peter Howard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The proposals to build on all sides of Kings Langley (including Shendish) will destroy this homogenous village. It will become another suburb of Hemel Hempstead, the paths and natural habitats will be covered in housing estates, the roads will be congested, the schools oversubscribed, the GPs overloaded and the whole character of the village altered beyond recognition. There are potential sites - e.g. the brownfield part of Rectory Farm, and these should be considered for badly needed social housing.
Include files	
Number	Question 46
ID	LPIO4214
Full Name	Mr Douglas Gurney
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	All proposed sites in Bovington don't have the infrastructure and can't take any new housing. The sites in Kings Langley also can't take the housing or offices especially Wayside Farm and Rectory Farm. These villages will be ruined and become towns with no enough infrastructure. There would be a huge loss of precious Greenbelt land when Hemel can take all then housing needs.
Include files	
Number	Question 46
ID	LP104236
Full Name	Miss D Bryant
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH h3 - Why has Shendish been included in the Hemel Hempstead figures when it is Kings Langley?</p> <p>Even 1A 602 is not sustainable</p> <p>My father's family are from Bovington and my mother's from Kings Langley both going back generations. In my lifetime (53yrs) I have already seen how housing developments listed below together with the M25 (Oct 1986) and A41 Bypass (Aug 1993) have already changed Kings Langley dramatically;</p> <p>Abbott Printers Abbott Number 2 Engineering The Ovaltine Kings Langley Engineering Tooveys Mill</p> <p>The 3 local John Dickinson's Sites located at Nash Mills, Apsley and Home Park</p> <p>John Dickinson's Football Pitch (now Roman Gardens)</p> <p>Having the A41 Bypass was supposed to protect Kings Langley from the traffic and keep it as a village.</p> <p>Therefore it is without doubt that building on our Green Belt will change Kings Langley forever, it will no longer be a village!</p> <p>We should be holding on to our heritage and the green belt not destroying it. Wayside Farm (one of only 2 remaining dairy farms in Hertfordshire) should remain, Charlie has worked so hard to turn things around, farming should be supported. The Wayside Farm adds to the village ethos.</p> <p>These proposals will affect the trade to our High Street Shops parking is already a problem and the traffic situation will deteriorate further. During commuting</p>

	<p>times/school runs the traffic is already nose to tail, queuing the length of the High Street through to the M25. This will become a constant problem throughout the day - a grid locked High Street. People will not want to queue through the village and then wait for a parking spot they will just head straight to Supermarkets.</p> <p>There are 2 Councils in Kings Langley they should try communicating with each other – Kings Langley should be looked at as whole.</p> <p>I chose to remain in Kings Langley because I want to live in a village, if I wanted to live in a sprawling built up area I would have purchased a property in a town.</p> <p>I am very sad that Kings Langley will lose its identity and just be part of Hemel Hempstead and eventually Watford as once it starts it doesn't stop!!</p>
Include files	
Number	Question 46
ID	LPIO4346
Full Name	Mr David Hannah
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 there are numerous issues with the inclusion of Be-H3 in this consultation document and that if the Appraisals had been carried out in the correct manner (see Question 1) then it would not have reached this stage of review. As a summary, the key objections (in addition to those raised in Question 1 would be):</p> <ul style="list-style-type: none"> • Physical unsuitability. The topography of the site (steep hillsides, dry valley) is unchanged since previous DBC Inspectors rejections and make accessibility on foot or by cycle highly impractical if not dangerous: "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"(HCC 2013 Bikeability Audit Report) • Loss of greenbelt. The Minister of State for Housing and Planning, confirmed in Jun 2016 that: "Green Belt boundaries should be adjusted only in exceptional circumstances, through the Local Plan process and with the support of local people. We have been repeatedly clear that demand for housing alone will not change Green Belt boundaries" <p>In light of this, there can be no justification for taking this productive farmland, which performs a key function as a strong visual and physical link between the Site and the CAONB open countryside to the east. (Inspector in his Report on the Local Plan September 2002) out of the Greenbelt. Other sites are far better placed to actually deliver benefit to the Borough should the tough decision be made to reclassify any Greenbelt. This site</p>

	<p>will deliver such small housing volume and such high cost and disruption (see Nature of the Final Site below) as to make it wholly unviable.</p> <ul style="list-style-type: none"> • Impact on the CAONB. Due to access issues to the site, the only viable option would be to significantly develop and upgrade Ivy House Lane to accommodate the vehicular traffic flow that this poorly linked site will require. Such upgrade would produce large scale disruption and cost (for poor housing returns) and produce high levels of visual, light and emission pollution on the CAONB area. It would replace the current hedging with a hard boundary involving a 2 lane highway with pavements and street lighting adjacent to the CAONB. Also, the screening that the developer outlines in their submission would be inadequate given the sloping nature of the sight. • Nature of the Final Site. Despite the developers vision, the reality is that the best that can be expected (due to covenants and local housing patterns) is the provision of c. 40 luxury homes in an isolated and completely car-dependent development. It would be the only site in this area of Berkhamsted that would not have direct access to Gravel Path necessitating longer journeys through either Meadway or the Common and adding significantly to extreme traffic issues in this area currently. Despite the Developers naïve assumption, bus services are too limited to provide any real support and the topography prevents any safe walking or cycling to the Facilities in town – at best 2km+ to the station via steep and currently unpaved roads in places. It would fail to support the required Housing levels needed in the Core Strategy and the only winners by its adoption would be the absentee landowners and distant developers who would make a quick profit on leveraging the local house prices for high-end homes whilst giving nothing back to the community and having no interest in solving the longer term issues it would create.
Include files	
Number	Question 46
ID	LP104371
Full Name	Mr Alan Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-h3 Land at Shendish, London Road capacity for 900 homes - access to this site is highly constrained and should be rejected as the development is likely to cause material harm to the surrounding environment, Green Belt and 'Green Gap' loss. The proposal would see the gap between Hemel Hempstead and Rucklers Lane entirely closed and the gap between historic Kings Langley would be adversely narrowed. The development

of this site would have also a significant effect on Apsley Manor Farmhouse and Shendish Manor even though these buildings are excluded from the identified development site. Both buildings are Grade II listed and the surroundings are part of their character. Shendish Manor is also a locally Registered Park and Garden. Dacorum's Schedule of Site Appraisals has not gone into enough detail on how this heritage asset will be affected by the proposed allocation and further development. The access to the site is very poor. It has been suggested that direct access onto London Road would be used plus a potentially new access from Rucklers Lane. Currently both these roads are very narrow and of poor quality; it is unlikely any significant improvements could be afforded so the large-scale nature of this site means that if it were to be brought forward for development it would exert significant pressure on the local highway network. The site has extensive tree coverage which are protected by a Tree Protection Order. An arboriculture assessment should be carried out to assess the trees. This should be done before allocation, so an informed decision can be made about the potential harm to protected trees.

KL-h1 Land at Hill Farm, Love Lane

Development of this site would lead to the substantial loss of greenfield land and land within the Green Belt. Land around Hill Farm adjoins Kings Langley School and offers a special local character valuable to the local community.

Dacorum Borough Council has not explored the other options it should consider first and should do so as a matter of urgency. In terms of infrastructure, this area is already very congested. There needs to be careful consideration of transport issues in relation to this potential allocation site as it is located very close to three schools and is extremely busy at drop off and collection times. Over 2000 students use the very busy roads around the Hill Farm site to walk to school and any further increase in traffic could pose a serious risk to pedestrian safety at these busy times of day.

Development of this site will have an adverse impact on the Kings Langley Conservation Area and its surrounding setting; the proposal will also have an adverse impact on the listed buildings and their setting.

KL-h2 Land at Rectory Farm, Hempstead Road

The site at Rectory Farm consists of approximately 20 acres of farming land, including just over one acre of dilapidated farm buildings, located on the north side of Kings Langley. Access is via Gade Valley Close, which runs along the southern border and is a cul de sac. Since 2014, Transition in Kings (TiK) has engaged local volunteers in producing vegetables for sale at the monthly Kings Langley Market. On a very small scale, this effort demonstrates the potential for a much larger and more efficient food producing business at Rectory Farm, possibly based on "pick-your-own" fruit and vegetables together with modern systems for producing year-round fresh vegetables. The land adjacent to the Grand Union Canal provides a rare undisturbed wildlife corridor approximately 0.5 km in length, supporting a

	<p>variety of water birds including a kingfisher, herons, egrets, and more common moorhens, ducks and swans. A full wildlife audit should be undertaken to ensure there is no adverse impact on the habitats for these species. With carefully built access routes this area could provide invaluable resources for school nature studies and wildlife observation. Some trees on Rectory Farm have Tree Protection Orders.</p> <p>KL-h3 Wayside Farm</p> <p>Wayside is a valued landscape that separates Kings Langley village from the M25 and A41. It is sited at the busiest section of road in the Borough. In terms of its historic importance, there are two designated areas of Archaeological Significance. One is north to the rear of Langley Hill and one to the east of Watford Road. Each of these areas contains a Scheduled Ancient Monument. The top of the farm near to Rudolph Steiner School was once the location of Queen Eleanor's 13th century Palace and all these historical constraints are likely to have an impact on any alternative use. The eastern edge of the smaller south-eastern parcel falls within a flood zone and the site is also a designated Woodland Priority Habitat Network. (This is a habitat that allows species to move and disperse through a landscape.)</p>
Include files	
Number	Question 46
ID	LP104438
Full Name	Mrs Caroline Hargrove
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Kings Langley high Sreet has become a bottleneck so has Apsley,</p> <p>There is a 15 minute delay to access this m25 at 720am and orads are stationery at 4 pm anduntil well after 7- indeed at other times of day too.</p> <p>i regularly travel to St Albans and the longest part of the journey from Chipperfield is getting on to KL High Street.</p> <p>green Belts preserve our different villages- they are already close to coalesce</p> <p>Wayside Farm KL-h3. This is one of the few dairy farms left in the county and one of two Jersey herds. and it is integral part of the Kings Langley community, and should be preserved for the greater good of the village. the contribution made by this site and its owners to the locality and the greater Dacorum area is immeasurable- the Farm is the first thing a tourist or visitor notices off the m25 and is their first taste of our rural area- Frist impressions matter a lot.</p>

While we seek to accommodate those deserving we must not overlook the hard working incumbents.

The farm is on green belt land, and should not be considered for development under any circumstances. We simply cannot afford for such a large area of green belt land to be lost forever, and the amount of massive development proposed of up to 1000 houses would be damaging to the character and well being of the village. Additionally, the road infrastructure would make any further development unsupportable. I am also concerned about the impact on air quality, especially due to the close proximity of the M25 to the village. Significantly adding to the traffic in the area can only have a detrimental effect on air pollution.

.Shendish Manor HH-h3. Shendish is in the parish of Kings Langley, and not Hemel Hempstead. I am opposed to this massive development of 900 houses plus a Primary School due to the threat of this development encompassing and merging with Kings Langley, and it is also a designated conservation area. Logistically there is also inadequate access for the high volume of traffic the additional housing and school traffic would generate, and Rucklers Lane and the A4251 Junction could simply not cope with the substantial increased volume of traffic, and also the resulting increase of traffic heading through Kings Langley village. While I don't know the full facts I am not sure that neighbours to this site have been entirely fairly treated or fully informed in the past on the emergence of this site as a development possibility

.Hill Farm KL-h1. I am opposed to this development because the loss of further green belt land would result in Kings Langley merging with Hemel Hempstead, and threaten the rural character of the village. Also the area between Commons Lane and Kings Langley Secondary School is already very busy with traffic, and further volume of traffic would lead to the roads being over congested.

I live in Chipperfield and this area is already impassable at certain hours of the day. The amount of major lorries now coming this way on roads which cannot support a lorry and a large car together is scary for drivers and downright dangerous. The Chipperfield Road is already trying to cope with three strands of traffic from Common Lane, Vicarage Road and Langley hill.

In your Core Strategy your stated objective is "To promote healthy, sustainable communities, and to conserve and enhance the function and character of the villages and countryside". I find it difficult to conceive how the above four proposed developments in Kings Langley could possibly achieve this. Kings Langley would cease to be a village and would in effect merge with Apsley, Hemel Hempstead and Watford. It would lose its distinctive character and village status, large areas of beautiful, green belt land would be lost forever, the area would be liable to flooding, air quality would suffer and the road infrastructure would be gridlocked. It would be frankly impossible to travel to work by car, and the current public transport capacity is already unsustainable. Additionally health and other vital services

are already stretched in the area, so the increase in population would make these unsustainable. In short, quality of life would significantly reduce. Rectory Farm KI-h2. I am concerned that the proposed development would lead to the coalescence between Kings Langley village and Hemel Hempstead 2. Wayside Farm KL-h3. This is one of the few dairy farms left in the county and it is integral part of the Kings Langley community, and should be preserved for the greater good of the village. The farm is on green belt land, and should not be considered for development under any circumstances. We simply cannot afford for such a large area of green belt land to be lost forever, and the amount of massive development proposed would destroy the character and well being of the village. Additionally, the road infrastructure would make any further development unsupportable. I can see no way to provide adequate doctors, schools etc. Indeed access by emergency services is already an issue with the traffic jams on single lane roads at all hours of the day and with larger scale lorries already more in evidence. I am also concerned about the impact on air quality, especially due to the close proximity of the M25 to the village. Significantly adding to the traffic in the area can only have a detrimental effect on air pollution.

finally during any period of construction it seems impossible to imagine how the community could live, work and attend school around the disruption needed to build such large developments.

Hill Farm KL-h1. I am opposed to this development because the loss of further green belt land would result in Kings Langley merging with Hemel Hempstead, and threaten the rural character of the village. Also the area between Commons Lane and Kings Langley Secondary School is already very busy with traffic, and further volume of traffic would lead to the roads being over congested. Furthermore the situation of this proposed development is rather remote from the centre of Kings Langley village, and would therefore not be sustainable.

In your Core Strategy your stated objective is "To promote healthy, sustainable communities, and to conserve and enhance the function and character of the villages and countryside". I find it difficult to conceive how the above four proposed developments in Kings Langley could possibly achieve this. Kings Langley would cease to be a village and would in effect merge with Apsley, Hemel Hempstead and Watford. It would lose its distinctive character and village status, large areas of beautiful, green belt land would be lost forever, the area would be liable to flooding, air quality would suffer and the road infrastructure would be gridlocked. It would be frankly impossible to travel to work by car, and the current public transport capacity is already unsustainable. Additionally health and other vital services are already stretched in the area, so the increase in population would make these unsustainable. In short, quality of life would significantly reduce and threaten the rural character of the village. Also development near the canal poses a significant flooding risk as already identified by the Environment Agency, and this area should therefore not be developed. Furthermore

	<p>due to the already high volume of traffic coming through Kings Langley village it would simply not be sustainable for any further development, which would add to the already severe traffic congestion problems.</p> <p>In your Core Strategy your stated objective is "To promote healthy, sustainable communities, and to conserve and enhance the function and character of the villages and countryside". I find it difficult to conceive how the above four proposed developments in Kings Langley could possibly achieve this. Kings Langley would cease to be a village and would in effect merge with Apsley, Hemel Hempstead and Watford. It would lose it's distinctive character and village status, large areas of beautiful, green belt land would be lost forever, the area would be liable to flooding, air quality would suffer and the road infrastructure would be gridlocked. It would be frankly impossible to travel to work by car, and the current public transport capacity is already unsustainable. Additionally health and other vital services are already stretched in the area, so the increase in population would make these unsustainable. In short, quality of life would significantly reduce.</p> <p>While we seek to accommodate those deserving we must not overlook the hard working incumbents already contributing in no small way annually to the provision of services by Dacorum</p>
Include files	
Number	Question 46
ID	LPIO4443
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	Rectory Farm in Kings Langley is a very good example of being able to deliver housing on a brownfield site that would result in containable infrastructure disruption.
Include files	
Number	Question 46
ID	LPIO4450
Full Name	Mr Anthony White
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>Proposals covering the land labelled as HH-h1a, HH-h1b and HH-h2 will mean the Piccotts end conservation area is completely surrounded by housing developments. This will destroy its character and green belt location</p> <p>It will end up as some bizarre anachronism within a sea of new homes. There will be no green belt surrounding it. It will be an ancient hamlet completely out of context.</p> <p>Dacorum may as built use a compulsory purchase order , level Piccotts end and use the land for new builds.</p> <p>Currently the road structure cannot cope with even half the traffic trying to get out of H Hempstead on this side.</p> <p>How does Dacorum justify destroying the greenbelt in such a concentrated area. This side of H Hempstead has already been over developed.</p> <p>The Leighton Buzzard road is already one big traffic jam as it approaches the Moor End roundabout. i cannot see how residents are actually going to get out of these developments in the morning.</p> <p>Development is highly likely to increase the risk of "run - off" flooding in Piccotts end from the surrounding land.</p> <p>It can only be hoped that the increased water requirements do not cause the river Gade to dry up.</p> <p>Overall I feel these options effectively destroy a conservation area. its hard to see that the developments within Dacorum should not be spread out more evenly and equitably- rather than in a fashion that is so detrimental to one small area.</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 46</p>
<p>ID</p>	<p>LPIO4456</p>
<p>Full Name</p>	<p>Mr Robert May</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>Proposed expansion of Tring would seriously effect services. Provision in Tring for school places and doctors already at saturation. Would possibly jeopardise agreement with Bucks to use Stoke Mandeville hospital with no acceptable alternative.</p> <p>Preserve Tring as a compact market town avoiding urban sprawl. Eastern gateway to Tring currently past farmland and the Pendley and Tring Park estates. Building on the Green Belt of Dunley Farm Tr-h5 and Tr-h1 would lose this attractive approach and interrupt the wildlife corridors.</p> <p>Consideration should be given to the dozens of new houses already provided in Tring through infilling and other sites already used. Planning has also already been given for over 100 houses in western Tring on Greenfield.</p>

Include files	
Number	Question 46
ID	LPIO4470
Full Name	Mr Richard Brown
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	All the sites proposed for Berkhamsted suffer from similar problems and constraints, critically the fact that Berkhamsted simply doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town in a steep sided Chiltern valley and the majority of sites proposed are highly visible ridge top sites, which are at odds with the concept of sustainable development. Any development at sites Be-H1, Be-H2, Be-H4, Be-H5, and Be-H8 in particular would detract from the current rural/semi-rural setting of Berkhamsted.
Include files	
Number	Question 46
ID	LPIO4482
Full Name	Mrs Alison Williamson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>There should be no development of Greenbelt land. Development should be concentrated in areas that have the necessary infrastructure to support it.</p> <p>Wayside Farm is very much a part of the village of Kings Langley, being one of the few remaining dairy farms in the area. They have diversified to accommodate the changes that the farming community have had to deal with; their raw milk and farm shop are much appreciated additions to the local community and are well known for miles around. The fields and areas farmed by Wayside Farm are enjoyed by many and the Farm provides a service benefitting us all.</p> <p>Any development, beyond minor ones, would adversely effect the local village and all that it and the local community stand for.</p> <p>This has proved to be one of the most un user friendly online documents I have ever used. Very difficult to navigate and seems to be deliberately difficult to do and reply.</p>

Include files	
Number	Question 46
ID	LPIO4511
Full Name	Mr Philip Homer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>KINGS LANGLEY</p> <p>KL-h1 - Land at Hill Farm, Love Lane</p> <p>KL-h2 - Land at Rectory Farm, Hempstead Road</p> <p>KL-h3 - Land to the east of A41 and Wayside Farm, Watford Road</p> <p>All of the above are green belt sites and should not be built on the impact of building on both Hill Farm and Wayside farm would significantly increase the risk of flooding in the surrounding areas and Rectory farm is located on a flood plain.</p> <p>Further more I am completely opposed to the development of Wayside Farm. As it is a property that belongs to the council it is potentially viewed as an easy target however it is owned by the council on behalf of the community and the community do not want to lose the only remaining dairy farm in the area. It is a valued space that contributes to the character of the village, is already supporting a viable business and it should under no circumstances be developed. It is not the councils property to sell it is the communities property which the council is supposed to protect on behalf of the pre-existing community.</p>
Include files	
Number	Question 46
ID	LPIO4514
Full Name	Mrs Michele Kaye
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Regarding developments of Shendish, Hill Farm, Rectory Farm, and Wayside farm</p> <p>I feel very sad at the idea that Kings Langley village and surrounding area could become a continual mass of housing and roads with very little green fields and woods and wild places, creating a more or less continuum with Hemel and Watford. The idea of a rural community with</p>

proximity to local towns is one of the reasons I have loved living in this area for the last 25 years, providing a quieter and healthier place in which my children could grow up. I strongly oppose the crowding in of a large number of homes that would create even more congestion on our roads, put a strain on the local amenities and parking, not to mention doctors and schools. The sites of Wayside Farm (Jersey dairy farm selling healthy and popular raw milk) and Rectory Farm (currently home to a voluntary community farm initiative 'Food for Kings') are valuable areas for local food production, now and in the future. This is what I feel we need to be making a priority. And improving public transport with small very regular electric buses to reduce congestion.

I would like to make the following points concerning the possible development of Green Belt sites in Kings Langley.

If we can keep the level of housing to a minimum, this will enable the 'village' which is probably already a town, to maintain it's character. I am concerned it will soon sprawl into Hemel Hempstead and Watford as one large conurbation.

I am saddened to hear that Wayside Farm may be lost. Also that we may lose the community farm at Rectory Lane. I am concerned that the level of traffic on already busy roads will further escalate. And the thought of widening existing roads and adding more new roads appalls me.

I understand that there needs to be more affordable housing and urge the decision makers to look at sustainable housing which includes communal gardens, nature and use of eco materials including wood, as well as being designed to reduce greenhouse gas production . We could become one of the first Boroughs to build inspiring and affordable eco homes that young people can afford. We could lead the way. That would be something to feel excited about rather than depressed at the thought of yet another bland and dated housing estate, on greenbelt land.

Include files	
Number	Question 46
ID	LPIO4556
Full Name	Mr M Hutchiings
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	HH-H3 shown and listed as Hemel actually is in KL Parish and development in this area is unsustainable from an infrastruce perspective and will in effect link hemel / apasley with KL
Include files	
Number	Question 46
ID	LPIO4590
Full Name	Ms Sandra Sinfield
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 Core Strategy states the objective "To promote healthy, sustainable communities, and to conserve and enhance the function and character of the villages and countryside". It is impossible to understand how the four proposed developments in Kings Langley could possibly achieve this. Kings Langley would cease to be a village. it would in effect merge into urban sprawl with Apsley, Hemel Hempstead and Watford. KL would lose it's distinctive character and village status, Green belt and farmland. would be lost forever.</p> <p>The only way to achieve the Core Strategy objectives is to NOT build on Green Belt land, protect the areas around existing villages to preserve their local identities and history, and not endanger the environment by building on flood plains. Building on the outskirts of already developed urban areas and brownfield sites should be the prime consideration, rather than destroying precious Green belt land.</p>
Include files	
Number	Question 46
ID	LPIO4604
Full Name	Mrs Sharon Thompson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Rectory Farm KI-h2.The proposed development would lead to the coalescence between Kings Langley village and Hemel Hempstead and would threaten the character of our beautiful village. If the development goes ahead there is a strong likelihood of flooding occurring as identified by the Environment Agency. Homeowners would not be able to insure their properties once this has happened. Kings Langley simply can not cope with

	<p>more traffic ; we are already gridlocked at peak times and until public transport / trains are significantly improved we cannot consider this form of transport as a realistic alternative. There is also the impact on school places, doctors surgeries and all local services</p> <p>Wayside Farm KL-h3. There are just two Jersey herd dairy farms left in Hertfordshire and Wayside Farm is an integral part of our village. It supports local growers of fruit and vegetables and it is the supplier of raw milk locally which is well known for its health benefits. we will also lose the natural habitat for wildlife, birds and bugs,etc. The farm is on green belt land and should not be considered for development under any circumstance.</p> <p>Shendish Manor HH-h3. The proposed development of 900 houses plus a Primary School, which is in Kings Langley not Hemel Hempstead will lead to the coalescence of Kings Langley and Hemel hempstead. The area is designated as conservation area and would also lead to the loss of precious natural habitat for wildlife. The increase in traffic is not sustainable and would lead to poor air quality as a result of increased air pollution.</p> <p>4. Hill Farm KL-h1. This proposal would lead to the loss of green belt land would result in the coalescence of Kings Langley and Hemel Hempstead, and threaten the character of our village. Traffic on Common Lane, Vicarage Lane and Langley Hill is already at capacity and any further development would be intolerable.</p> <p>I cannot see any positive affect to our village if any of these proposals are implemented. Brownfield sites and existing commercial sites should be exhausted before contemplating the loss of green belt land. Once it is built on it will be lost forever.</p>
Include files	
Number	Question 46
ID	LP104619
Full Name	Dr Alasdair Malloy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The land at Shendish shown here as HH-h3 should be aligned with Kings Langley as it sits clearly within the parish boundaries of Kings Langley.
Include files	
Number	Question 46
ID	LP104626
Full Name	Mr Patricia Wheway
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside - This community farm has historic significance and separates Kings Langley Village from the M25 and A41. Our green belt acts as the lungs of the village and this site significantly helps with residents health and wellbeing. It has several rights of way which are used a great deal by ramblers and dog walkers. It also offers a valued landscape to villagers wanting to escape the noise and traffic in the village.</p> <p>Scheduled ancient monuments are located on Wayside farm and these must be preserved.</p>
Include files	
Number	Question 46
ID	LPIO4637
Full Name	Mr Adam Trigg
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Be-h3-Land at Ivy House Lane: All access roads to Be-h3 (Ivy House Lane) from the town centre / A41 bypass and the Railway Station is via roads which are either single track or have points at which they are single track. For example, roads which cross the railway via weak single track bridges, or single track tunnels and also along historic streets which are effectively single track due to residents parking. These routes, especially at peak times, are already extremely busy and cause traffic to back up. Furthermore all routes involve steep inclines which would mean many residents will only be able to access the town and beyond by car. In winter many of these roads can become impassable - especially Ivy House Lane - should it snow.</p>
Include files	
Number	Question 46
ID	LPIO4642
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	<p>Far too much development on Green Belt land surrounding the smaller towns Tring & Berkhamsted. Any development of Green Belt land is totally unacceptable when there are many Brownfield areas in this borough.</p> <p>Berkhamsted infrastructure is at breaking point. the main road through the town is now as busy as before the by-pass was built. The physical constraints of the valley make any more expansion a major concern as it will cause more gridlock and congestion plus place additional strain on already over-extended services</p>
Include files	
Number	Question 46
ID	LPIO4643
Full Name	Mr Patricia Wheway
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Rectory farm has brownfield land which could be used for housing if the green belt land is handed over to the village for community needs such as a location for Hemel Food Garden (Sunnyside Rural Trust) if they are moved from their Two Waters site under the Two Waters Masterplan. It is essential that a suitable site is found for these vulnerable people with learning difficulties so they can continue to work and integrate in the local community via Sunnyside Rural trust.</p> <p>This area of Rectory Farm is alongside the Grand Union Canal and provides a rare and undisturbed wildlife corridor for kingfishers, herons, moorhens, ducks and swans. A full wildlife audit is necessary to ensure no damage to these animal habitats.</p> <p>Shendish - Like most of the green belt sites in Kings Langley, Shendish is liable to flooding. It would have access issues if it were developed and would add significantly to the current congestion in Apsley especially as opposite Aspley 1 Herts CC offices which cause chaos when staff are arriving and leaving work through Kings Langley, Apsley and Hemel.</p> <p>The county archaeologist has identified a high risk that heritage assets with archaeological interest are on Shendish land.</p> <p>Shendish has several rights of way used by local dog walkers and ramblers.</p> <p>Hill farm - is already an extremely congested area with 3 schools around it and the only road leading to Chipperfield from KL village. With so many cars and coaches already using these surrounding roads to access the schools and hundreds of school children walking to school and back each day there is a serious</p>

	and real risk of danger to the life of a child if any more cars were to need to access this area.
Include files	
Number	Question 46
ID	LPIO4656
Full Name	Mrs Alexandra 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>HH-h3 Shendish should be consider part of Kings Langley not Hemel Hempstead.</p> <p>Option 1A is the only option to prevent kings langley becoming over run by traffic and people that our local roads can't cope with. Green belt land should not be developed but kept safe for the next generations. The very purpose of Green Belt land is to prevent urban sprawl and protect the environment, and I feel that the four sites in Kings Langley at Wayside, Rectory and Hill Farms and the proposed Shendish (which comes under Kings Langley not Hemel Hempstead!) development which is on conservation land is completely at odds with the stated objectives in the Core Strategy. Green Belt land must be preserved, as once it is built on it is gone forever. I understand that rectory farm has an area which is considered to be brown field land but this is also a flood plain and we have seen from other areas in the U.K. what happens when you build on this land. Flooding. If I have to choose an option it would be this option alone.</p>
Include files	
Number	Question 46
ID	LPIO4712
Full Name	Mr R Peachey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Comments on Be-h3 Land at Ivy House Lane</p> <p>1 The greenfield site is next to the Chiltern Area of Outstanding Natural Beauty. I do not agree that the promoter can adequately mitigate against the impact on the strong visual link between the site and the open countryside. The reality is that natural habitats will be destroyed and the area will be subject to significant light pollution.</p>

2 Due to the steep nature of the site, we question whether adequate consideration has been given to the risk of water run-off. The development will create significant non-permeable surface area which could lead to localised flooding in the valley area and down Ivy House Lane.

3 The TRL and promoter's assessment that the public transport is available within 300 metres is incorrect and the bus service provided is only 3 busses per day. It should be noted that the bus stop is along a road with no footpath or lighting. This can in no way be said to provide adequate public transport service to the site and will contribute to increased local traffic. The "yellow" assessment level seems wholly inaccurate. The promoter further mentions that the site can be connected to cycle ways. There are no current cycle ways around the proposed site to which any cycle was could be linked and the very steep valley sides means that there is no reasonable prospect of cycling (or indeed walking) to or from town. This is quite a ridiculous suggestion. This view is supported by independent assessments carried out to improve cycling availability in the Chilterns. This site will be completely isolated from town and in practice can only be accessed by car (see further comment on car access below).

5 The only new infrastructure mentioned by the promoter is the cycle/footpath links, but the TFL also specifies a new local play space. Contrary to the promoters belief, this will have no benefit for the existing area as the development site is isolated and accessible only by car. In my opinion this should not lead to a "blue" assessment in the site appraisal document. There will be no wider improvement to health or well-being by providing anything on the proposed site.

6 The blue assessment for community cohesion also seems to be wrong as there have been no wider infrastructure improvements mentioned in the proposal and the site has been identified as having poor accessibility to local facilities.

7 The poor site location has been severely underestimated. Ivy House Lane is a single track road with a steep gradient and a bottle neck access to town via the railway and canal bridges. At the North end, access can only be gained onto the dark unlit Potten End road through a wooded area, again with tight pinch points between houses. In any event access to the North does not help anyway, as it leads away from town and does not achieve any of the access demands of potential inhabitants. This promoter says he is considering further access points to the site. This is not feasible through Hunters Park due to the already poor access to that small estate. That development could not cope with the additional traffic that would be generated by the proposed development.

8 The proposed development is inconsistent with the surrounding neighbourhood particularly the density of housing proposed. As mentioned before, it is hard to see how the affordable homes would be in demand in such an isolated area where car access is the only real option.

	<p>9 In summary, there are many issues with this site. Overcoming the inherent access problems would entail vast expense and will require improvements way beyond the site itself - to improve many other affected roads/junctions/public services etc. None of these would benefit the wider community and only increase traffic volumes in the area - which are already at a critical level. Gravel Path in particular has seen substantial increases in traffic in recent years which is already way beyond its safe and serviceable limits.</p>
Include files	
Number	Question 46
ID	LPIO4727
Full Name	Miss Anna Nickalls
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 on site code KL-h3 would mean a major loss to Kings Langley. Wayside Farm has become a part of the community and is an asset to the village. As one of just two remaining dairy farms in Hertfordshire, it is a vital part of Kings Langley's character and should be encouraged and promoted rather than be built on.</p>
Include files	
Number	Question 46
ID	LPIO4729
Full Name	Mrs Caroline Nickalls
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside Farm KL-h3. This dairy farm is an integral part of the Kings Langley community, and should be preserved for the greater good of the village. The farm is on green belt land, and should be protected at all costs. Once built on this large area of green belt will be lost forever and the character of the village changed forever.</p> <p>In addition there is not the road, schooling or surgery infrastructure to support such a development.</p>
Include files	
Number	Question 46
ID	LPIO4739

Full Name	Mr Andrew Criddle
Company / Organisation	Tring Sports Forum
Position	Vice Chairman
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	
Include files	Response to Dacorum BC Local Plan issues and options Dec 17 v2.docx
Number	Question 46
ID	LPIO4747
Full Name	Mr Andrew Criddle
Company / Organisation	Tring Sports Forum
Position	Vice Chairman
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	
Include files	Response to Dacorum BC Local Plan issues and options Dec 17 v2 Response to Dacorum BC Local Plan issues and options Dec 17 v2 (1)
Number	Question 46
ID	LPIO4752
Full Name	Mr Andrew Criddle
Company / Organisation	Tring Sports Forum
Position	Vice Chairman
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	See attached submission
Include files	TSF Plan layered 2017 Ir updated.pdf (2) TSF Plan layered 2017 Ir updated.pdf
Number	Question 46
ID	LPIO4798
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	<p>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate and neighbouring area on sustainability which should be assessed.</p> <p>This is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.</p>
Include files	
Number	Question 46
ID	LPIO4822
Full Name	Mrs Joanna 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>All the BE- Berkhamsted proposed sites. All of these sites suffer from the same problems/constraints. They are on the high ends of both sides of the valley, where there is NO infrastructure.. no transport, narrow bridges to cross - one way already... next to schools so increasing pollution from standing traffic. Berkhamsted is a small linear Market town and these sites a long way from the centre are simply not sustainable development. There aren't even any roads - land off Spring Garden Lane !</p>
Include files	
Number	Question 46
ID	LPIO4829
Full Name	Mrs Deborah Ludlow
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Kings Langley should include Shendish and none of the sites should be developed on. It is green belt land and should be protected as that. The village should be treated as that and if the proposed development went ahead then it would destroy the characteristics of a village and create urban sprawl. Developing at Wayside</p>

	<p>farm would take away Charlie's livelihood as well as the beautiful farm and raw milk the jersey cows produce. The schools and doctors are already oversubscribed. We live in a village so should be able to go to the village school. The main roads are busy often with long queues backing up on them - this would only be heightened and increased with the proposed development. I feel other sites, namely brownfield sites need to be considered and developed. This is our village and not a village to be 'played' with by extreme developers.</p>
Include files	
Number	Question 46
ID	LPIO4831
Full Name	Mrs Shirley Ball
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 building on the Shendish Manor site as this would mean coalescence between Hemel Hempstead and Kings Langley. In addition, adding the proposed number of dwellings within the Kings Langley boundary would make the village into a town.</p> <p>Access via the current road will not work as it has a very narrow single track bridge which will cause a tailback onto the main road which is already extremely congested. Access CANNOT be made via Rucklers Lane, as it is a nightmare to get out at the traffic lights even with the current amount of traffic, let alone additional traffic from the proposed development. There is insufficient parking on Rucklers Lane, which means that cars are parked on either side of the road, allowing only a single line of traffic. Traffic is often queuing back to the village hall, waiting for cars to come up the road, and it can often take a period of multiple traffic light sequences to exit the road.</p> <p>The A4251, the main trunk road affected, is already insufficient for the current traffic volumes and can often take over 30 minutes to travel the 1.5 miles from Kings Langley village to Apsley. How are emergency service vehicles meant to get rapid access to the development with this congestion and how are ambulances meant to get patients needing emergency care to hospital?</p> <p>What about the doctors' surgeries coping with the extra patients; they are already over-subscribed?</p> <p>I am also against building on Wayside Farm as it is land that is already being put to good use. This is a thriving family business and it is one of only two dairy farms left in Hertfordshire, providing raw milk and produce to local people as well as further afield. It should be left alone!</p>
Include files	

Number	Question 46
ID	LP104836
Full Name	Mr Andrew 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>Proposed sites Bov-h1, h2 and h3 all have access onto Green Lane which will but unnecessary strain on the High Street and isn't a road that could support this level of increased traffic. Due to the nature of the houses on Green Lane (cottages with no off street parking) vehicles park on the road itself. This means there only 1 way traffic is possible in several places. There have been a number of accidents on Green lane due to this and the restricted vision out of Nye Way and Orchard Way. Any further development of sites that add levels of traffic on Green Lane will have a significant negative impact on safety.</p> <p>The school is already full and has a number of children within the village on waiting lists. The infrastructure is insufficient to support this level of development and I would like to see areas off Upper Bourne Lane considered prior to adding additional strain on the village. Building off Upper Bourne Lane would ease the strain of additional traffic from Box Lane, would be nearer Hemel Station meaning people would be more inclined to cycle or walk rather than rely on driving to the station. Residents would have the option of utilising facilities in Boune End, Berkhamstead, Bovingdon or Hemel and ease any additonal strain on the High Street which is already heavily congested.</p> <p>Furthermore the areas of H1, 2 and 3 would all contribute to the problem of flooding that already exists in the village espeically at the bottom of Green Lane which suffered extensively only a year ago.</p>
Include files	
Number	Question 46
ID	LP104859
Full Name	Mr Abel Leathem
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I disagree with the proposed Shendish Manor site as this would cause coalescence between Hemel Hempstead and Kings Langley, as there would be no

	<p>separation between them. Adding the proposed number of dwellings within the Kings Langley boundary would also cause the village to be re-classified as a town.</p> <p>Access to Shendish Manor via the current road will not work as it has a narrow single track bridge which is incapable of carrying 2 way traffic which will cause tailbacks onto the main road which is already extremely congested. Access CANNOT be made via Rucklers Lane, as it is a nightmare to get out at the traffic lights even with the current amount of traffic, let alone additional traffic from the proposed development. There is already insufficient parking available on Rucklers Lane due to it's age, with cars are parked on both side of the road, therefore allowing only a single line of traffic to pass. Traffic is often queuing back to the Rucklers Lane village hall (over 150 metres from the junction) waiting for cars to come up the road so they can travel down and it can often take a period of multiple traffic light sequences to exit the road.</p> <p>The A4251, the main trunk road affected, is already incapable of handling the current traffic volumes and can often take over 30 minutes to travel the 1.5 miles from Kings Langley village to Apsley. As the council itself has already stated London Road in Apsley (which is part of the A4251) is already designated as an Air Quality Management Area due to excessive levels of nitrogen dioxides. How are emergency service vehicles meant to get rapid access to the development with this congestion and how are ambulances meant to get patients needing emergency care to hospital.</p>
Include files	
Number	Question 46
ID	LPIO4870
Full Name	Mrs Lydia Berman
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 my selection of option to be 1A, but Shendish MUST be correctly zoned as the Parish of Kings Langley and not included in the Hemel Hempstead numbers and plans.</p> <p>Overall, no, I do not believe the Plan is a good idea for our area overall and particularly Kings Langley, this is also backed up by the Sustainable Appraisal Notes you commissioned. From a layman's point of view, I would like to note the following:</p> <p>Firstly I believe that the zoning of Shendish within Hemel is wrong and misleading, Shendish is within the Parish of Kings Langley and this has distorted the figures and could influence any responses. It is a beautiful area including many trees of importance which were originally planted as part of the Kew arboretum overflow, as well</p>

as wild orchids, a range of wildlife including bats and deer. All of these trees make Shendish a place of environmental importance to the area, and they need to be preserved and protected. This area is popular with dog walkers, ramblers and local children and community groups.

The number of properties being proposed is way out of scale for Kings Langley village and surrounding areas to sustain. The current infrastructure is unable to cope with the current level of use. Before we say ok to losing our beautiful countryside and open spaces, all other options, including the underutilised existing sites, should be exhausted and the demand proven for the developments, we can never regain our green belt and this would be a catastrophic change to our entire borough.

As mentioned, we do not currently have a strong enough infrastructure to be able to cope with the demands of the local population as it is. This plan only adds more pressure without there being any real consideration to our many day-to-day issues. Trains are overcrowded at rush hour, with local commuters using Kings Langley and Apsley stations. Apsley station is already full at peak times, the platform can be overcrowded and dangerous when busy, which also lacks access for wheelchair users and older people, lacks a correctly sized car park without any provision for an overflow. The train companies have no plans, or money, in the coming decades to increase the provision of trains, so this will only mean more cars on the roads. Trains coming out of Euston in the evenings are overcrowded and the 'Euston surge' where commuters dash to fit on a train is dangerous and is getting worse! Our area is not as desirable to a commuter with so few return trains stopping at Apsley or Kings Langley, as Hemel for example. If they were to stop at our stations, there would need to be a significant improvement to facilities for existing locals and new residents to cope.

The traffic in Kings Langley and the surrounding area is already at gridlock, not even just at rush hour, as can be seen at any point in the day. Whilst you may say that the Highways Agency would build more roads, there simply isn't anywhere they can build them! The existing roads we have, many are not fit for 2 lane traffic and lack suitable pedestrian paths etc. We live in Shendish and trying to get out at the bottom of the Drive is difficult at the best of times, has no space for a pedestrian pathway and would be wholly inadequate as an access route to the land. There is already an issue that council staff and commuters park along the entrance to the Shendish to use the offices and Apsley station, causing obstruction. This would only get worse if there were 1,000s more commuters in the area.

On a personal note, we moved out to the countryside for the fresher air, open spaces and community lifestyle. I have bad asthma and my breathing improved greatly after moving here, and I would hate to see our area lose its' unique character and beauty as well as its' small village feel. (Do we mention the negative impact the developments and time building, would have on our house prices?!) I worryingly read on the Sustainability

Appraisal notes - • Whilst overall levels of pollutants have decreased across the Borough there are some areas where annual mean nitrogen dioxide concentrations continue to exceed the relevant Air Quality Objectives. Additionally the info regarding Promoting the development of Green Travel Plans. We have a poor bus network, limited footpaths in many areas, roads unsuitable for cycling, I therefore am unsure how you could be seeing this as Promoting the development of Green Travel Plans across our Borough, and fail to see the work to develop travel through developing in sustainable locations. None of these locations are good options for developing this plan, yet we have land closer to stations, existing unused buildings which could provide a more suitable alternative.

The sheer volume of traffic currently makes the pollution when passing stationary traffic already noticeable, let alone during the years of building works and the resulting cars when complete. Whilst you have a policy to have zero parking for one bed properties, and one space for 2 beds, (as in recent builds), this has been proven to be unrealistic and unsustainable with residents parking on the road. Insufficient visitor parking only adds to the congestion which causes traffic chaos in areas such as the Red Lion Lane and Nash Mills area. With these issues being so widely discussed and complained about, who is really going to be buying these properties, or choosing to rent them? Our local housing market is not as fast moving and heated as other areas in the country, and properties regularly stay on the market longer than average.

The traffic through the Kings Langley village high street is already at a standstill much of the day with little provision for parking. I was very upset to hear another resident talk of their wife's 20 minute wait in an ambulance in traffic just getting through the Kings Langley village high street to the Watford Hospital. I would doubt a fire engine either could find its' way through with nowhere for cars to move out of the way to, this proposal to increase the population so dramatically would only increase those fears, especially with no A&E close by, no police station and a fire station that would not be able to cope with the increase in house numbers. Our local services would break under the strain.

There have been housing developments on the Apsley Paper Mill sites, the Nash Mills sites and the Manor Estates plus several other local developments totaling over 2500 houses. All these developments have contributed to huge traffic congestion into the Kings Langley area.

We have a significant amount of traffic generated by the County Council Offices in Apsley 1 and Apsley 2 office blocks, and also from the Westside Office complex, where on the 18th November over 800 cars were parked in their car parks. The entry point roundabout, where all these vehicles access and exit these sites, is within 50 metres of the access road into Shendish. The proposal to add up to 900 dwellings on to the Shendish site can only add significantly to the existing traffic congestion.

The Council's own team previously suggested that the village could sustain approx. 50 properties without impact on infrastructure and setting, this seems far more realistic than the numbers which would effectively double our village population.

School places are currently limited, and whilst you will build new schools, it would be incredible to think this would cater for the large number of family homes proposed, these proposed school places would take a chunk of the oversubscribed numbers already.

We also have empty business premises around the borough, including at the bottom of Shendish Drive in the building which used to be used by BT. They are proposing more, is there really any case for the demand? We can't afford to lose an amazing Jersey Farm on our doorstep, only to then have empty premises sit there. Surely it would make better sense to get the existing empty residential and business premises back in to use, before any green belt, and businesses are lost. I understand you would be providing low cost housing in the various plans, but realistically so few people qualify, and it ultimately ends up in the hands of investors, therefore reducing the housing stock available.

We will lose the use of the green belt land and the amenities it provides. We enjoy walking our dog on the public footpaths, and through the woods around here, it is something our friends and relatives particularly enjoy visiting and it would be such a loss to the community to lose all of this, and have to drive to our local open area instead. The entire feel of the area and community would be lost and this would impact on the next generation. Where will this increasing population go to for recreational space for individuals, families and communities?

We are all so aware of the impact our environment has, and the loss of the wildlife, flora and fauna of the area means we would lose even more. There are badgers, deer, bats etc up in Shendish as well as on the other sites, and we need to protect their habitats.

The land at Shendish has resisted planning applications in the past on grounds of breaching the Green Belt. These are solid grounds and should be upheld in fighting current plans as there is significant risk of merging Kings Langley with Apsley and Hemel Hempstead

To make Shendish viable as a development location, a new road bridge over the West Coast Main Line to connect with A4251, and inevitably worsen congestion in London Road, which is extremely congested throughout the day. Depending on the number of new homes, another new connection would be required in Rucklers Lane, part of which would then require to be widened, in many places this would be extremely difficult.

The County Archaeologist has identified a high risk that heritage assets with archaeological interest are present on the site, and archaeological assessment would be required. This area should be treated with caution to ensure it does not lose important history and character.

Under the National Planning Policy Framework 2012 (NPPF) Rights of Way need to be protected. Shendish

has several Rights of Way which are not mentioned in the Dacorum Local Plan which is misleading. These are a major amenity to many in the area and should be protected.

There would be an increased strain on the water table at the bottom of Shendish. With any significant rainfall Shendish Lane/Drive can become a torrent of water and the impact this has on the surrounding roads and residents is very significant. There is already clear evidence of flooding issues in Apsley, following the development of the Manor Estate, where some retailers constantly suffer from flooding issues. Given the increased rainfall that has occurred in recent years, the risk of flooding is even higher now. The area in general has major flooding issues, with many retailers in Kings Langley complaining of flooding.

The increased pollution and noise these developments would have an adverse effect on health, wellbeing and air quality of all the residents, this is something the government and authorities have all worked hard to reduce.

Examples of the type of congestion Shendish residents face

- Driving to the M25 from Shendish can regularly take more than 20-30 minutes from 7 to 9.30am. People from Hemel and the surrounding district use the roads through Kings Langley to avoid the A41 to join the M25 junction
- The London/Hempstead Road becomes totally log jammed, morning and evening each day, with traffic entering and leaving the Westside and County Council offices. Journey times can be increased by up to 20-30 minutes because of this congestion.
- The whole area can become grid locked when there is an accident on the M1, M25, or the A41.
- Rucklers Lane is in some places just a singletrack lane, particularly at the Red Lion junction. It is wholly unsuited to any additional housing traffic if access were to be made from Shendish.

There are a number of Listed properties in our Shendish community, and the historic sites here should be preserved. The properties each have this stated on their deeds, and the remainder are held within the curtilage. We can't do anything to the surroundings and our properties, and any development around us would need to take this into consideration.

If these developments happen there would significant Urban sprawl resulting in the loss of green belt village definition, as well coalescence with neighbouring towns.

Brownfield sites and smaller developments should be considered rather than mass developer sites.

Include files	
Number	Question 46
ID	LP104885
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>As promoters of the site identified as Tr-h4 at Cow Lane/ Station Road, Tring, we have specific comments in relation to this site and the assessment of it contained in the Draft Schedule of Site Appraisals and the accompanying Sustainability Appraisal working note, as follows.</p> <p>We believe that there are specific reasons for this site being appropriate for consideration for future development, not least that it is deliverable and available in the short to medium term and could be brought forward with minimal infrastructure or other requirements and, in doing so, could facilitate the sustainable delivery of other, larger sites around Tring, which may be reliant on it, or at least benefit from it in terms of sustainable access to main routes and cycle and pedestrian access to the train station and town of Tring.</p> <p>The Plan identifies that there will be the requirement for the development of Green Belt sites in order to meet the identified need and demand for new homes in the area within this forthcoming Plan period. The options include this provision and for the release of Green Belt around Tring, as one of the identified areas for growth.</p> <p>This site lies within the Green Belt, but on the immediate eastern edge of Tring. It is directly adjacent to existing residential development which currently forms the eastern boundary of the town. It is however screened from view from these homes by existing tree and hedgerows, which could be retained and enhanced through any development of this site.</p> <p>The site is also on the main route from Tring to the train station, which benefits from an existing bus service. It is therefore in a sustainable location, adjacent to existing development, accessible to the town and facilities therein and also in close proximity to the train station.</p> <p>In terms of this accessibility, it is considered that the development of this site could bring about direct benefits in terms of improved linkages for pedestrian and potential cycle links both from and through this site towards the train station and more widely, in the event of the future delivery of site Tr-h5 which could benefit from the development of this site and from the linkages through it to improve its accessibility to the train station and other routes and or development areas. This could be linked to a package of landscape and potentially ecological improvements as part of any development, for example through a Green Corridor.</p> <p>The site is located in the Green Belt, however, it is on the edge of the settlement. It also has a number of features which mean that it does not actively contribute to the purposes of the Green Belt. The site is clearly defined, as can be seen from aerial photography, it forms</p>

an isolated parcel of land between the road, separated at the other end by woodland, from the parkland character of Pendley Manor. The definition of these boundaries and physical and characteristic isolation of this site, means that the development of this parcel could come forward without leading to unrestricted sprawl of development.

Furthermore, again, because of the enclosed nature of the parcel of land, its development would not result in encroachment of the wider countryside. This site is visually and physically separated from the wider countryside and therefore its development would not impact upon it.

The site is not derelict, but is not used for any active purpose. It has been used in the past for grazing of horses, but the security of this has been compromised historically and it has been unused for any purpose for many years, accessed only occasionally for grass cutting.

It is an isolated site in landscape terms. It is not visually or physically accessible and therefore makes little active contribution currently in terms of landscape character and quality.

This site could be developed to create a relationship with the surrounding area as appropriate, whilst developing its landscape character through retention and enhancement of trees and hedgerows and with consideration to the creation of routes through the site for pedestrian and cycle access and potentially also for ecological improvements in identified areas.

It is located in the AONB, however has not been tested against the criteria for this designation for some time and a full assessment in this regard should be undertaken as part of this forthcoming Plan process.

The location of this site is capable of delivering new homes in a sustainable manner and location. The current submitted assessment indicates that it may be capable of delivering around 50 new homes. This is based on initial massing studies of the site, allowing for a density which would meet the Plan's stated objectives of making best use of sites, but whilst also reflecting the character of the site and surrounding area. It also assumes new access into the site, retaining much of the landscape character of the edges of the site, and the creation of sustainable routes and linkages through the site, enhancing the access to the station for residents of this site and beyond. This number would be further tested on the basis of technical evidence and design work, to refine this figure, which could be higher.

This scale of development would allow for consideration of a range of types of units, which could be adapted and refined to meet the identified type of housing need in this location and meet Plan objectives in terms of delivery of a range of types of homes, even on smaller sites.

This site could therefore make a valuable and sustainable contribution to the development and growth required in Tring, either on a stand-alone basis, or alongside other sites as part of a wider arc of development potentially identified on the eastern side

	<p>of Tring. Indeed, its development could also benefit the release of other sites, by increasing their sustainability through the routes and access which could be created through this site as part of its development. Most notably, the creation of pedestrian and cycle linkages through this site would significantly enhance the sustainability and deliverability of the site known as tr-h5 to the south, creating a direct link from it to Station Road.</p> <p>This site has the benefit of minimal infrastructure and other requirements, it is available and deliverable in the short term and therefore could be brought forward for development early in the Plan period. It would also facilitate the delivery of wider development through the strategic site tr-h5 through the creation of links between this and the main road between the centre of Tring and the train station and we would advocate it for consideration on this basis.</p>
Include files	
Number	Question 46
ID	LPIO4923
Full Name	Mr Iain King
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3 Shendish should be considered part of Kings Langley not HH, as it is within the parish boundary. The council's own 2016 green belt review recommended keeping most of Shendish in the Green Belt. There are very limited access points to Shendish and all the proposals by the council on the site would not cope with the significant increase in traffic either through Apsley or Rucklers Lane. Specifically on Rucklers Lane, the traffic lights to London road act as a choke point as the road is only wide enough for 1 car. Due to the location of existing houses the road cannot be widened.</p> <p>KL-h1 would require access from Love Lane, and the traffic heading out of the village would have to use Vicarage Lane and Langley Hill, all of which are almost impassable in the mornings. There is no way that they could cope with the extra traffic. Love Lane is a small road and already has traffic calming measures because of the traffic issues there. It cannot be extended or modified without losing some of the Common, which is surely not acceptable.</p> <p>KL-h2 Seems an odd site as that area is prone to flooding. Access is a big issue there as well as any development in the area. A new road is the only feasible option but the cost would surely render this site unviable.</p> <p>Development of KL-h3 Wayside farm would almost double the size of the village. The site is also the location of 1 of 2 dairy farms in the borough and one of only a handful in the country that sells raw milk. The council</p>

	<p>itself recognises that Dacorum is a predominantly rural borough, this farm enables residents to know that rural means more than just grassy fields and a few trees. It is also a 'gateway' site (or sight?!) as people enter Dacorum from the M25, and enhances the rural perception of the region. The roundabout at J20 is already a huge bottleneck, with long queues forming at peak times; in the morning the queue is always back to the High St. There is no way that the junction can cope with the 1000s of extra cars a development on Wayside would create.</p>
Include files	
Number	Question 46
ID	LPIO4928
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>Bell/Darrs Lane Proposal Site reference Be-h4</p> <p>Bell/Darrs Lane are rural single-track lanes with soft verges or tree-lined. They would require widening which mean destruction of hedgerows and trees, as well as expensive roadworks disrupting existing traffic. Some parts of the single-track lanes are not able to be widened as they have properties both sides. This will create pinch-points creating traffic congestion, pollution and noise in our neighbourhoods. We already have a QMA in Northchurch High Street, this will just make controlling pollution even more difficult in that area.</p> <p>Further the access to the area will need to be by Durrants Lane and Shootersway, which have significant traffic build-up at peak times even now.</p> <p>The steep hill means new residents will use cars more than other sites, leading to more congestion.</p> <p>This is a Green Belt site bordering the Chilterns Area Of Outstanding Beauty. The Government say that Green Belt should be developed only in "very special circumstances" with "substantial weight" given to harm to Green Belt. This would clearly harm the Green Belt!</p> <p>Dacorum's consultant has recommended that the Green Belt status should be maintained for this land (December 2016 report by Arup Consulting - "Green Belt Review Stage 2")</p> <p>There are sink holes along the Bell Lane edge of the field would create subsidence risks.</p> <p>The cost to protect our houses downhill of the site from subsidence, flashflooding, and flooding caused by the groundworks for the new houses will increase cost to likely make the site uneconomic. I'm sure the Developers haven't included the costs for protecting the neighbouring houses in their calculations.</p>

	Its a site of archeological significance - Grims Ditch There is no gas/sewage infrastructure at the site, increasing costs again, and no plans from Herts CC to put any in.
Include files	
Number	Question 46
ID	LPIO4929
Full Name	Mr Patrick Ludlow
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	KL-h3 Wayside Farm. The farm is a valued integral part of the village community and is situated on Green Belt land. There should be no circumstances under which this land should be built on as this endangers the environment and the health of the community. The farm is also in close proximity to J20 of the M25 and the approach to this is already gridlocked with stationery traffic during peak times. The development would also adversely affect air quality, whilst removing green belt which is important for the well being and recreational pursuits of the inhabitants of the village. Kings Langley would cease to be a village, and would in effect become a large town coalescing with Watford. The Government's current policy is to not build on Green Belt land, and protect the green spaces surrounding villages so that there is no urban sprawl. I cannot therefore see why this site is being considered, especially when there are brownfield sites which could be developed and also under utilised commercial space in the area. The Core Strategy states the need to "make best use of brownfield land and the important principle of ensuring urban areas do not sprawl into other existing settlements undermining their distinct and separate identities". In addition to the road system not coping, immense pressure would also be put on health and education services in the area. This option is not sustainable, and precious Green Belt land would be destroyed for ever. There should be no building on Wayside Farm.
Include files	
Number	Question 46
ID	LPIO4950
Full Name	Mrs Sarah Bouvier
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Extensive development of the villages will lead to a loss of character and diversity. There is the risk that they will merge with the towns. Kings Langley is at risk of doubling in size and combining with both Hemel Hempstead and Watford. It is also at risk of being faced with further infrastructure problems which will be impossible to solve.</p> <p>To lose a working farm, Wayside, to provide office space when office space stands empty just down the road, doesn't seem to make good sense.</p> <p>To build on greenbelt land when brownfield is available doesn't seem right. Once it is built on it will be gone for good.</p>
Include files	
Number	Question 46
ID	LPIO4961
Full Name	Mrs Shirley 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>Figures are far too high and the local infrastructure cannot support it.</p>
Include files	
Number	Question 46
ID	LPIO4970
Full Name	Ms Lynn Riley
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 object to the proposals HH-h1a, HH-h1b and HH-h2 as they would completely envelope the Piccotts End Conservation area with newly built homes. Piccotts End is an historical hamlet of Hemel Hempstead which should be conserved and appreciated. People enjoy this area because of the country views, and these views should be maintained and not spoiled by unnecessary development.</p> <p>Such a large development will bring large numbers of vehicles onto the Leighton Buzzard Road - already there are jams on that road extending from the Moor End roundabout,</p>

	<p>There will be a greatly increased risk of flooding in and around Piccotts End – recent flooding due to run-off from the local fields has only just recently been resolved,</p> <p>Will the increase in water requirements cause the river Gade, an example of a rare Chiltern chalk stream, to dry up.</p> <p>I would also like to add that filling in this form, and answering all the questions is beyond most people's ability - is this deliberate? I hope you listen to the responses that are sent. They are heart felt.</p>
Include files	
Number	Question 46
ID	LP104993
Full Name	MR Russell Berman
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 my selection of option to be 1A, but Shendish MUST be correctly zoned as the Parish of Kings Langley and not included in the Hemel Hempstead plans.</p> <p>I do not believe the Plan is a good idea for our area overall and particularly Kings Langley, this is also backed up by the Sustainable Appraisal Notes you commissioned.</p> <p>Firstly I believe that the zoning of Shendish within Hemel is wrong and misleading, Shendish is within the Parish of Kings Langley and this has distorted the figures and could influence any responses. It is a beautiful area including many trees of importance which were originally planted as part of the Kew arboretum overflow, as well as wild orchids, a range of wildlife including bats and deer. All of these trees make Shendish a place of environmental importance which need to be preserved and protected. This area is popular with dog walkers, rambles and local children and community groups.</p> <p>The number of properties being proposed is way out of scale for Kings Langley village and surrounding areas to sustain. The current infrastructure is unable to cope with the current level of use. Before we say ok to losing our beautiful countryside and open spaces, all other options, including the underutilised existing sites, should be exhausted and the demand proven for the developments, we can never regain our green belt and this would be a catastrophic change to our entire borough.</p> <p>As mentioned, we do not have the appropriate infrastructure to be able to cope with the demands of the local population as it is. This plan only adds more pressure without there being any real consideration to our many day-to-day issues. Trains are overcrowded at rush hour, with local commuters using Kings Langley</p>

and Apsley stations. Apsley station is already full at peak times, the platform can be overcrowded and dangerous when busy, which also lacks access for wheelchair users and older people, lacks a correctly sized car park without any provision for an overflow. The train companies have no plans, or money to increase the provision of trains, so this will only mean more cars on the roads. Trains coming out of Euston in the evenings are overcrowded and the 'Euston surge' where commuters dash to fit on a train is dangerous and is getting worse! Our area is not as desirable to a commuter with so few return trains stopping at Apsley or Kings Langley, as Hemel for example. If they were to stop at our stations, there would need to be a significant improvement to facilities for existing locals and new residents to cope.

The traffic in Kings Langley and the surrounding area is already at gridlock, not even just at rush hour, as can be seen at any point in the day. Whilst you may say that the Highways Agency would build more roads, there simply isn't anywhere they can build them! The existing roads we have, many are not fit for 2 lane traffic and lack suitable pedestrian paths etc. We live in Shendish and trying to get out at the bottom of the Drive is difficult at the best of times, has no space for a pedestrian pathway and would be wholly inadequate as an access route to the land. There is already an issue that council staff and commuters park along the entrance to the Shendish to use the offices and Apsley station, causing obstruction. This would only get worse if there were 1,000s more commuters in the area.

On a personal note, we moved out to the countryside for the fresher air, open spaces and community lifestyle. We would hate to see our area lose its' unique character and beauty as well as it's small village feel. I worryingly read on the Sustainability Appraisal notes

Whilst overall levels of pollutants have decreased across the Borough there are some areas where annual mean nitrogen dioxide concentrations continue to exceed the relevant Air Quality Objectives.

We have a poor bus network, limited footpaths in many areas, roads unsuitable for cycling, I therefore am unsure how you could be seeing this as Promoting the development of Green Travel Plans across our Borough. None of these locations are good options for developing this plan, yet we have land closer to stations, existing unused buildings which could provide a more suitable alternative.

The sheer volume of traffic currently makes the pollution when passing stationary traffic already noticeable, let alone during the years of building works and the resulting cars when complete. Whilst you have a policy to have zero parking for one bed properties, and one space for 2 beds, (as in recent builds), this has been proven to be unrealistic and unsustainable with residents parking on the road.

Insufficient visitor parking only adds to the congestion which causes traffic chaos in areas such as the Red Lion Lane and Nash Mills area. With these issues being so widely discussed and complained about, who is really going to be buying these properties, or choosing to rent

them? Our local housing market is not as fast moving and heated as other areas in the country, and properties regularly stay on the market longer than average.

The traffic through the Kings Langley village high street is already at a standstill much of the day with little provision for parking. I was very upset to hear another resident talk of their wife's 20 minute wait in an ambulance in traffic just getting through the Kings Langley village high street to the Watford Hospital. I would doubt a fire engine either could find its' way through with nowhere for cars to move out of the way to, this proposal to increase the population so dramatically would only increase those fears, especially with no A&E close by, no police station and a fire station that would not be able to cope with the increase in house numbers. Our local services would break under the strain.

There have been housing developments on the Apsley Paper Mill sites, the Nash Mills sites and the Manor Estates plus several other local developments totaling over 2500 houses. All these developments have contributed to huge traffic congestion into the Kings Langley area.

We have a significant amount of traffic generated by the County Council Offices in Apsley 1 and Apsley 2 office blocks, and also from the Westside Office complex, where on the 18th November over 800 cars were parked in their car parks. The entry point roundabout, where all these vehicles access and exit these sites, is within 50 metres of the access road into Shendish. The proposal to add up to 900 dwellings on to the Shendish site can only add significantly to the existing traffic congestion.

The Council's own team previously suggested that the village could sustain approx. 50 properties without impact on infrastructure and setting, this seems far more realistic than the numbers which would effectively double our village population.

School places are currently limited, and whilst you will build new schools, it would be incredible to think this would cater for the large number of family homes proposed, these proposed school places would take a chunk of the oversubscribed numbers already.

We also have empty business premises around the borough, including at the bottom of Shendish Drive in the building which used to be used by BT. They are proposing more, is there really any case for the demand? We can't afford to lose an amazing Jersey Farm on our doorstep, only to then have empty premises sit there. Surely it would make better sense to get the existing empty residential and business premises back in to use, before any green belt, and businesses are lost. I understand you would be providing low cost housing in the various plans, but realistically so few people qualify, and it ultimately ends up in the hands of investors, therefore reducing the housing stock available.

We will lose the use of the green belt land and the amenities it provides. We enjoy walking our dog on the public footpaths, and through the woods around here, it is something our friends and relatives particularly enjoy visiting and it would be such a loss to the community to

lose all of this, and have to drive to our local open area instead. The entire feel of the area and community would be lost and this would impact on the next generation. Where will this increasing population go to for recreational space for individuals, families and communities?

We are all so aware of the impact our environment has, and the loss of the wildlife, flora and fauna of the area means we would lose even more. There are badgers, deer, bats, birds such as Jay's and Thrush in Shendish as well as on the other sites, and we need to protect their habitats.

The land at Shendish has resisted planning applications in the past on grounds of breaching the Green Belt. These are solid grounds and should be upheld in fighting current plans as there is significant risk of merging Kings Langley with Apsley and Hemel Hempstead

To make Shendish viable as a development location, a new road bridge over the West Coast Main Line to connect with A4251, and inevitably worsen congestion in London Road, which is extremely congested throughout the day. Depending on the number of new homes, another new connection would be required in Rucklers Lane, part of which would then require to be widened, in many places this would be extremely difficult.

The County Archaeologist has identified a high risk that heritage assets with archaeological interest are present on the site, and archaeological assessment would be required. This area should be treated with caution to ensure it does not lose important history and character.

Under the National Planning Policy Framework 2012 (NPPF) Rights of Way need to be protected. Shendish has several Rights of Way which are not mentioned in the Dacorum Local Plan which is misleading. These are a major amenity to many in the area and should be protected.

There would be an increased strain on the water table at the bottom of Shendish. With any significant rainfall Shendish Lane/Drive can become a torrent of water and the impact this has on the surrounding roads and residents is very significant. There is already clear evidence of flooding issues in Apsley, following the development of the Manor Estate, where some retailers constantly suffer from flooding issues. Given the increased rainfall that has occurred in recent years, the risk of flooding is even higher now. The area in general has major flooding issues, with many retailers in Kings Langley complaining of flooding.

The increased pollution and noise these developments would have an adverse effect on health, wellbeing and air quality of all the residents, this is something the government and authorities have all worked hard to reduce.

Examples of the type of congestion Shendish residents face

- Driving to the M25 from Shendish can regularly take more than 20-30 minutes from 7 to 9.30am. People from Hemel and the surrounding district use the roads through Kings Langley to avoid the A41 to join the M25 junction

	<ul style="list-style-type: none"> • The London/Hempstead Road becomes totally log jammed, morning and evening each day, with traffic entering and leaving the Westside and County Council offices. Journey times can be increased by up to 20-30 minutes because of this congestion. • The whole area can become grid locked when there is an accident on the M1, M25, or the A41. • Rucklers Lane is in some places just a singletrack lane, particularly at the Red Lion junction. It is wholly unsuited to any additional housing traffic if access were to be made from Shendish. <p>There are a number of Listed properties in our Shendish community, and the historic sites here should be preserved. The properties each have this stated on their deeds, and the remainder are held within the curtilage. We can't do anything to the surroundings and our properties, and any development around us would need to take this into consideration.</p> <p>If these developments happen there would significant Urban sprawl resulting in the loss of green belt village definition, as well coalescence with neighbouring towns. Brownfield sites and smaller developments should be considered rather than mass developer sites.</p>
Include files	
Number	Question 46
ID	LP105010
Full Name	Mrs Angela Boggon
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3 Land at Shendish, London Road</p> <p>I strongly object to the proposal on this land for the following reasons:</p> <ol style="list-style-type: none"> 1. This site would lead to coalescence of the areas of Kings Langley, Rucklers Lane, Apsley and therefore Hemel. The councils 2016 green belt review recommended keeping Shendish in the green belt. 2. The traffic around Rucklers Lane, Shendish and Sainsbury's is always backed up at peak times. I have asthma and the additional pollution will make this condition unbearable. Additionally there is no access point from Rucklers Lane without impacting on the traffic further, the residents and wildlife. 3. Rucklers Lane only has space for one vehicle to pass through at the bottom, more traffic will put even more pressure on this area. When I push my pram I often have to cross over the road multiple times due to cars parking on the pavement. This is also the case on Nash mills lane where developers did not include enough parking provision. The council has not even provided a crossing

	<p>on nash mills lane by the red lion pub. More cars and traffic will make taking my 1 year old son out for a walk more difficult and dangerous.</p> <p>4. There is already little parking provision on Rucklers Lane and squabbles between residents on this matter is not unheard of.</p> <p>5. There is little infrastructure to support the development. There are no jobs, Sainsbury's carpark is awlays packed, and the nearest a&e is Watford (which already does not have enough parking and the waiting times are incredibly lengthy). Hemel hospital is not fit for purpose will not take anymore pressure.</p> <p>6. The trains from apsley simply can not take anymore commuters. When I get the train to London there is often standing room only and that's if you can get on the train. The trains are only every 30mins and the station is small and under staffed. There is also very little parking at the station, in fact I have never managed to park there.</p> <p>7. When there is heavy rain Rucklers Lane gets a stream flowing down it and large amounts of debris. This often does not get cleared by the council. The site is behind my house on a hill – it is likely that any development will impact my home in terms of flooding and debris.</p> <p>8. There is an abundance of wildlife on this land. I have the pleasure of watching deer, mountjack, foxes and woodpeckers from my garden, and can hear the owls at night. The area is also rich in insect life and with the number of butterfly and bees reducing year on year we need to protect this area. If the plans go ahead we will destroy their habitat and ruin it for future generations.</p>
Include files	
Number	Question 46
ID	LP105072
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	<p>General Comment:</p> <p>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the overall effect of the sites when combined together could have a significant negative impact on - for example water supply, sewage provision, air pollution etc. It is the cumulative impact on sustainability of past and present developments, together with future developments proposed in the immediate and neighbouring areas, which should be assessed as a whole. N.B. This is particularly the case for Berkhamsted, which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.</p>

The Berkhamsted Residents' Action Group (BRAG), of which I am a member, believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC - very surprisingly - decided to form a whole new plan rather than just to complete the required partial review and, although 'parking' the issue of the St Albans' proposed expansion of 'East Hemel' at Gorhambury, it pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.stalbans.gov.uk/2016/04/20/DBC-Asks-For-Review-of-Green-Belt/> for a full analysis of stage 1). In short, both of the DBC-commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and of academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' to any ownership issues. If some discrete areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to do.

The proposed excessive development of Berkhamsted is essentially driven by the demands of developers who wish to build where they can make the most profit, but Government policy is clear that demand for housing cannot and should not change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC is complicit with developers in trying to force Green Belt boundary changes simply on the basis of (artificially-generated) 'demand'.

A full and impartial review would have identified defensible "long term boundaries" and this should have been put out for consultation prior to assessing specific sites and prior to the current full New Local Plan Consultation. Given central Government's continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and would have been in line with what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestions throughout the piece that provision of housing "could help the local economy and encourage

provision of local services”, also that the development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses would be likely to mean quite the opposite, with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then promptly ignored in the selection of sites for development.

There are several issues that have not been addressed before sites are identified –

- The DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – the LTP needs to be published to analyse in detail any proposals
- Flooding – the SFRA has not been completed.

At the consultation stage of the Core Strategy, Dacorum's Planning Department make a number of strong statements of principle relating to the Berkhamsted Spatial Strategy which are being overturned in the current proposals without reason or explanation. Many of the sites now proposed are specifically identified in the Berkhamsted Vision Diagram as being “Sensitive Valley Sides”.

The Emerging Core Strategy states:

Built Character

- The open valley sides would be particularly sensitive to the effects of new development.
- Summary of key principles includes – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low density.

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban gateways.

Berkhamsted Vision

- New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be supported. The Urban Design Assessment (UDA) stresses, the need to

safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.

- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation area. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is delivered. Its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic buildings. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Importantly, the Core Strategy (endorsed by Councillors) REJECTED a number of sites in Berkhamsted giving detailed reasons for rejection – yet just a few years later Dacorum planning are ignoring these reasons without any explanation and putting these very sites forward for development. The reasons previously given for rejection still hold good and itemised under each of the sites below.

Detailed Comments on individual sites:

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt boundary.
- Development would be highly visible from this prominent ridge top location.
- Erosion of buffer between bypass and existing built up area.
- Poor relationship to town centre services and facilities, employment land and station.

- Important transition area between the town and open countryside would be damaged.
- This could also set a precedent for further development of land southwards to the A41.
- Not well related to existing housing.
- Visual impact on important gateway to town from A416 and A41.
- Proximity of A41 bypass.
- Potential impact on the setting of Ashlyn's Hall.

In addition BRAG makes the following objections

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing in this has physically changed.

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside.
- The land is not well related to existing services and facilities in the town centre.
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult.
- Additional traffic created by the site could add to existing problems in the AQMA at Northchurch.
- Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place.
- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
- The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade it.
- Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on:

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as a benefit for the community as a whole, and it is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
- Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Inquiry. Does not fit with education strategy.
- Secondary school places inadequate
- Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
- Not an appropriate siting for growing elderly population
An increasing elderly population will have more reliance on cars, etc, and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from it.
- Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking are totally unfeasible and detrimental to the community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for

several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been addressed.

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.

- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- The suggestion of a 'bus loop' is not a viable solution, as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years, and would not meet requirements for residents in a 1000-home development to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Important issue – TRL states "The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private car."

- Berkhamsted railway station and commuter line to Euston is already at full capacity, as is the availability of parking at Berkhamsted Railway Station.

- Suggestion of local services and facilities shown not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option.

- Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway.

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on 'South Berkhamsted' site – significant distance to current practices.
- Suggestion that “this increased number of residents in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘Sustainable Prosperity’ to Berkhamsted.
- Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including the Long Green wildlife site and the Brickhill Green wildlife site.
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more pollution.
- Suggestions of managed woodland doubtful – who would have responsibility?
- Area of Archaeological significance affects part of the land.
- Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more.

Be-h2 Haslam Fields, Shootersway

Core Strategy identified the following reasons against development on this site

- Site is insufficient on its own, but could be phased with other land.
- Site is part of the open transition area between the town and the wider countryside.
- New building could set a precedent for further development of land southwards to the A41.
- Site is too small to offer scope for additional town-wide leisure space.

In addition BRAG makes the following objections

- Identified in Site Appraisal as – Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at LA4.
- Inadequate capacity of Shootersway – the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing

development, that already planned for and any other proposed development along Shootersway.

- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor.
- Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity.
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
- Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more.
- Potential archaeological remains
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h3 Land at Ivy House Lane

Core Strategy rejected this option for the following reasons

- Proximity to Chilterns AONB.
- Strong countryside/Green Belt boundary would be breached.
- Impact on valley sides and important dry valley location.

In addition BRAG makes the following objections

- Fails to meet Berkhamsted Vision:
 - o facilities and services not accessible.
 - o Public transport cannot be used and provision for walking and cycling not viable – suggestions that residents would walk to and from the town on any pathway provided highly unlikely.
- Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries.
- Site is not only visible to the immediate surrounding residents but also distant views from as far away as four

miles down the valley at Westbrook Hay and other strategic vantage points.

- AONB currently separated from development at Hunters Park by this open agricultural area.
- Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective.
- Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually.
- Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous junction.
- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane bridges.
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage.
- No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children.
- Poor accessibility to schools and all other facilities.
- Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be ignored.
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted

resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h4 Land between Durrants Lane / Bell Lane / Darr's Lane (two sites)

Core Strategy rejected this option for the following reasons

- Strong countryside boundary.
- Impact on landscape/Chilterns AONB.
- Impact and visibility of development on valley sides.
- Poor relationship to town centre services and facilities, employment land and station.

In addition BRAG makes the following objections

- Fails to meet Berkhamsted Vision
 - o facilities and services not accessible.
 - o Public transport cannot be used and provision for walking and cycling not viable – suggestions that residents would walk to and from the town on any pathway provided highly unlikely.
- Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance.
- Parking at Northchurch already insufficient – no capacity for additional cars from ridge top.
- Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch.
- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car.
- Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys.
- Site falls within area of Archaeological significance.
- Adjacent to Chilterns AONB.
- Suggestion of potential new primary school – not part of Berkhamsted education policy.
- Lack of secondary school capacity – Ashlyns School.
- Same arguments on accessible housing – distance from facilities and services.
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some

of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.

- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h5 Land at Lockfield, New Road, Northchurch

Core Strategy identified the following reasons against development on this site

- Site is insufficient on its own, but could be phased with other land.
- Some distance from the town centre.
- Next to the Chilterns AONB.
- Site is too small to offer scope for additional town-wide leisure space.
- The canal bridge on New Road is narrow and results in poor pedestrian access to local facilities.
- Visually prominent site.
- Proximity to railway line.
- Impact on setting of the canal.

In addition BRAG makes the following objections

- Close to canal – undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”.
- Close to Northchurch AQMA.
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated.
- Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident.
- Noise from railway.
- Distance from town centre services and vital facilities.

Be-h6 Land adj. to Blegberry Gardens, Shootersway

Core Strategy identified the following reasons against development on this site

- Some distance from the town centre.
- Important transition area between the town and open countryside.
- New building could set a precedent for further development of land to the A41 bypass.
- Site is too small to offer scope for additional town-wide leisure space.
- Very close to the A41.

In addition BRAG makes the following objections

- Fails to meet Dacorum or Berkhamsted Vision
 - o facilities and services not accessible.
 - o Public transport cannot be used and provision for walking and cycling not viable – suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd.
- Situated at ridge top location at a distance from employment, retail, health and community services.
- Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
- Site of archaeological significance.
- Not recommended for removal from Green Belt
 - o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch.
- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car.
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h7 Land at Bank Mill Lane

Core Strategy rejected this option for the following reasons

- Encroachment of the urban area along the valley bottom and into adjoining open countryside.
- Distance from the town centre services and facilities, employment land and station.
- Impact on setting of the River Bulbourne.

- Reduction in the degree of separation between the town and Bourne End

In addition BRAG makes the following objections

- Expansion of town to east – would significantly alter Gateway to Berkhamsted.
- Located in Berkhamsted Conservation Area.
- Impact on adjacent AONB.
- Risk of flooding identified in assessment.
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from 'South Berkhamsted'.
- Suggestion of provision of local play space – edge of town not a practical site.
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
....

- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services – residents won't be walking and cycling to the town.

Be-h8 Berkhamsted Golf Range, The Brickworks, Spring Garden Lane

- Site appraisal recommends exclusion from further assessment and retain as green belt.
- Site lies within CAONB – large-scale development opportunities to be avoided.
- At a distance from immediate urban edge and would extend town further into countryside.
- Close to ancient woodland.
- Loss of leisure facility.
- Ridge top – Poor accessibility to employment, retail, health and community services – no public transport – increased car usage.
- Impact of additional traffic onto Shootersway and potentially in Northchurch – Additional traffic created by the site could add to existing problems in the AQMA at Northchurch.
- Fails to meet Dacorum or Berkhamsted Vision
 - o facilities and services not accessible.
 - o Public transport cannot be used and provision for walking and cycling not viable – too far for residents to walk to and from the town.
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in

	<p>this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.</p>
Include files	
Number	Question 46
ID	LPIO5077
Full Name	Mr Roque Menezes
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 proposed KL-h3 area at Wayside farm is a substantial development proposal located a greenbelt area which current separates the village from Watford. The location of the development is too close to a strategic infrastructure nodal point where the main village road meets with the M25 and A41, along with traffic from Watford. Rush hour traffic will worsen and impact will spread onto the surrounding minor road infrastructure, which is already at capacity during peak times particularly with traffic that divert from both the M1 and A41. The remaining development plots KL-h1 and KL-h2, yet smaller in size, will no doubt impact further on the infrastructure particularly through the narrow high street.</p> <p>The problems will also be exacerbated if the Shendish area HH-h3 is also developed, putting further strain on the road network.</p> <p>The proposals infers improvements to the infrastructure but I cannot see how this can be physically constructed within the limited space there is along main A4251 London Road. Only viable option to achieve this is by significant expansion into greenbelt area which will change the village feel completely.</p>
Include files	
Number	Question 46
ID	LPIO5085
Full Name	Mr Brian 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 believe that the proposed development on Green belt land is awful. How can you destroy this beautiful countryside and the animals living here. There are plenty of brown field sites in the borough that could be developed that would not create such an impact on the villages. The infrastructure that you speak of that hasn't been considered and the "Crowd funding you speak of is appalling the developers will be making a tidy packet on the sites and you are expecting us to pay for the infrastructure by means of increased council tax and "crowd funding"</p> <p>Shendish comes under Kings Langley not Hemel Hempstead as you have said. The roads in and around Kings Langley are struggling with the current traffic and could not cope with anymore. I would like to see brown field sites used first and will protect the green belt where I live.</p>
Include files	
Number	Question 46
ID	LPIO5090
Full Name	Ms Jane Fieldsend
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish HH-h3 is part of Kings Langley, and has been in the parish of Kings Langley for hundreds of years and should never have been included as part of the Hemel Hempstead development.</p> <p>The building on the Shendish site will join up Hemel Hempstead, Apsley and Kings Langley with the resulting loss of the Green belt and all the village character of Kings Langley which has been enhanced and sympathetically developed over many decades will be lost forever. Rucklers Lane is a unique part of Kings Langley with its brick and flint properties built from the local stone and this unique identity has been recognised in a book which focuses on its sense of community cohesion over the past decades. Kings Langley is currently a thriving village community with a unique mix of groups and activities which is the envy of many outsiders. This would be greatly diminished or lost with the development of the Shendish estate and the loss of village identity and character.</p> <p>There would also be considerable problems creating suitable access in order to develop the Shendish site, access directly onto the A4251 would only add to the already unacceptable congestion through Apsley and Kings Langley. Access via Rucklers lane would have even more impact on residents (cars already park on both sides of the road and there is no scope for sufficient road widening) and traffic flow due to the poor layout at</p>

the Red Lion junction which has limited options for further improvements.

The main access road linking Kings Langley to Apsley and Hemel Hempstead, the A4251, is already heavily congested following the large housing developments on the old paper mill site at Nash Mills and other developments at Kings Lock and other sites in Apsley. The junction with Rucklers lane, with the railway bridge spanning the A4251 is a particularly congested junction and is set to get even more congested with the addition of a new primary school in Nash Mills. New traffic light sequencing has not helped with congestion and it can take ten minutes to move from Rucklers Lane onto the A4251, Road congestion through the village centre is already considerable with cars backing up through the village trying to access the M25 junction, especially during the extended 'rush hours'. Extending housing and workspaces around Kings Langley will require roads and junctions (including the M25/A41/A4251) to be redesigned and re-developed in order to keep the traffic flowing.

Extending the housing in Kings Langley (including Shendish) will attract commuters who work in London due to the fast train times into Euston from both King Langley and Apsley stations and the cheaper cost of housing rather than providing homes for local people. The rail link has no capacity to increase the number of commuters and will inevitably require enhanced road infrastructure and extended car parking at Apsley and Kings Langley stations in particular. Attracting commuters to living in the village will not add to community cohesion and development, or to working and developing local business for local people.

Development of Kings Langley and Shendish will greatly increase the levels of pollution and have significant impacts on both human health and the wider surrounding environment. The green belt around the village has a wealth of wildlife including the nationally rare Lesser Spotted Woodpecker and locally scarce species such as the marbled white, small copper and purple emperor butterflies and rare plants such as the bee orchids.

Shendish in particular is a large green space abundant in wildlife, including Roe and Muntjac deer, badgers, foxes and several species of bats and is greatly valued by local residents and visitors alike. Shendish is the only large, easily accessible green open space available locally where residents can feel a sense of space and relaxation. It has real benefits in terms of both physical and mental health and well-being in an area where there is increasing demands on all services and infrastructure.

Green belt land should be preserved and provides important separation between Apsley and Kings Langley. Its development would lead to coalescence and loss of the unique identity and character of these villages.

Once the unique character of the village and its community has been lost it can never be recovered. The residents and their families greatly value and benefit from village life and a true sense of community which is increasingly rare in current times.

Include files	
Number	Question 46
ID	LPIO5095
Full Name	mr Martin Silliton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Option 1A. This does not involve building on Green Belt. King Langley does include Shendish despite being listed under Hemel Hempstead. Wayside farm in invaluable to all the community, many people walk along the public footpaths as well as joggers. It is a much needed open space for children who walk to the farm and feed the cows and interact with wildlife. People need to have open space for their mental well being. Children need to see real working farms and experience animals in real life not from books. The farm plays a huge roll in the community of Kings Langely with the raw milk on sale and farm shop. The wildlife in this area needs to be protected. There is noise pollution from the M25 and A41 as well as harmful fumes, we do not need any more traffic. Offices will be completely detrimental to this area. There are other places for offices and plenty of Brown Field sites.
Include files	
Number	Question 46
ID	LPIO5123
Full Name	Mr Tom O'Brien
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Shendish (HH-h3) is incorrectly listed as Hemel Hempstead. The land being proposed for this development falls under Kings Langley, not Hemel Hempstead. Developing this land would link Hemel Hempstead with Kings Langley and would ruin the character and ethos of the village. Shendish is a historical site dating back to the 14th century and the surrounding land is a part of it's history. Destroying this land is not acceptable. It provides separation between the village and Hemel Hempstead which is necessary to prevent Kings Langley from merging into Hemel Hempstead. The land is also home to an abundance of wildlife which would be driven out or killed for the sole purpose of meeting government housing targets.

Roads:

The road infrastructure surrounding the entire Shendish site cannot cope with the additional strain that this development would bring regardless of where access would be added. There is no room to expand any surrounding road to the site. With an average of 2 cars per household and a suggested development of 900 homes on the Shendish site alone this adds 1800 cars to the already busy roads which would bring the village to a standstill, not to mention the additional pollution that these cars will bring to the area. Rucklers Lane is already a busy single track lane with multiple blind bends. Hikers, cyclists and scouts regularly use the lane and with the increased traffic that the proposed development will bring it is only a matter of time before a fatal accident, possibly involving children would take place. If a school is to be built on this site as is proposed, the traffic this would generate would be unbearable and would bring surrounding areas to a complete standstill - particularly Rucklers Lane if it is intended to be used as an access road. As it currently stands, residents cars park either side of the road by the entrance and dozen car tailbacks are not uncommon. To introduce 1800 additional cars using the lane as an access road is not suitable. The traffic lights at the entrance to Rucklers Lane also only let out 3 or 4 cars at a time (and take several minutes between cycles). Even with this short period, the other lights on the crossroad accumulate tailbacks of cars during peak periods therefore increasing the time between light changes is also not suitable. Rucklers Lane is already over-utilised and simply cannot accommodate any additional load.

Wayside Farm's proximity to the motorway would also overload all existing road infrastructure if it were to be developed. Currently during peak times there are queues of traffic from the motorway all the way back past Wayside Farm and into the village high street. By developing on Wayside Farm, roads will become unusable.

Railway:

The Shendish site's proximity to Apsley train station would also mean that the housing built would simply attract commuters from outside of the area which doesn't resolve any supposed 'housing issues' that the village has. This also puts additional strain on the already failing railway system.

'Affordable Housing':

Villagers pay a premium to live in Kings Langley village to enjoy its character and the surrounding countryside; perhaps consideration should be made about how these plans affect the residents already in the area before considering the people that these homes are being built for. Consideration should also be given to the supposed 'affordable housing'. The average house price in Kings Langley is almost 50% higher than the average in Hemel Hempstead. Building 'affordable housing' in Kings Langley is simply not feasible and will only attract commuters from outside of the area. This should raise a question, who are we actually building these enormous

housing developments for (if it's not purely a box ticking exercise to meet government targets)?

Drainage:

Rucklers Lane lies in a basin which the woodland and fields around Shendish provides natural drainage for. Demolishing this part of the countryside takes away this natural drainage and would bring significant amounts of surface water run-off causing regular flooding of Rucklers lane and many of it's houses. The single track section of Rucklers Lane already receives significant run-off even with this natural drainage and is often referred to as 'River Rucklers' by local residents during heavy downpours. Concreting over the countryside that allows for this drainage is neglectful and irresponsible. Having previously lived in a house that was flooded by excess surface water run-off caused by man-made developments in the past, I can say first hand that it is a horrific ordeal to go through and this can be prevented from happening again by leaving our countryside intact.

Healthcare:

Doctors surgeries in Kings Langley are already under an enormous strain and cannot cope with existing demand. Building hundreds (or even thousands if all sites are used) would completely overwhelm the healthcare system in the area. After closing the hospital in Hemel Hempstead, the nearest hospital is Watford General which is also failing to meet existing demand. It's CQC rating is 'requires improvement' and in some areas received the rating of 'inadequate' which is appalling. The additional traffic caused by any development in Kings Langley (including Shendish) would gridlock the M25/A41 junction which will cause life-threatening delays for the emergency services. Developing any site in Kings Langley is not only dangerous, it is immoral.

Kings Langley is a village and cannot afford to grow in the way that any of these proposals are suggesting. By your own words there is only scope for 50 houses to be added to the village, yet if all sites are considered you are suggesting the potential of up to 4,000 homes to be built along with schools, shops, industrial areas and office space. Another contradiction is where it states in section 10.5.2 that 'there is no urgent need for new employment allocations alongside the proposed level of housing growth' yet there is a proposal to tear down Wayside Farm (one of only two remaining Jersey herd dairy farms in Hertfordshire) to make way for office space (Kings Langley already has unused office space which hasn't been utilised). Introducing additional shops (or even a shopping centre) will drive out local businesses and will ruin the character of the village high street. Any development in Kings Langley village would contradict your own 'vision'. The countryside and greenbelt land being considered for this excessive development is a large part of what gives Kings Langley it's character and community feel and is the reason that many of it's residents live there.

Include files	
Number	Question 46

ID	LPIO5131
Full Name	Dr Oliver Pengelley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Tr-h1 would result in a significant change to the size, shape and character of Tring, and necessitate further infrastructural developments, including roads, parking, healthcare and retail space. It is also likely to spawn subsequent expansion into the area North of it as I cannot see that it provides a logical, defensible boundary.</p> <p>Tr-h6 also present similar issues to the above, though the scale of the initial development would present less infrastructural pressures.</p> <p>I would suggest both ought to be removed from further consideration.</p>
Include files	
Number	Question 46
ID	LPIO5142
Full Name	Miss michelle hilditch
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>For all of the sites listed in Bovingdon these are the result of greedy landowners wishing to sell in order for them to sell and then exit the village. In an area which is already suffering from outdated infrastructure, if we do need to create new homes as part of central government plans then it is vital that we review what the needs are and only then assess what areas are right. It should not be done just inline with landowners desire to sell ie satisfying one or two people at the cost & impact of thousands who will then suffer. There are other local areas that could offer the opportunity of small mid and large developments with far less impact on these villages towns but are not listed as landowners have not offered them forward. Bourne End Lane and Bovingdon Airfield are just two examples of this where development in these areas could easily be filtered onto the A41 & not hugely impact the village (Bovingdon as much, if they had local facilities eg school, doctors, supermarket etc..)</p>
Include files	
Number	Question 46

ID	LPIO5162
Full Name	Dr Simon Hicks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>By including Shendish estate in Hemel gives the impression that the council would like to merge Rucklers Lane into Hemel Hempstead rather than retain the green belt and keep Rucklers Lane as part of Kings Langley.</p> <p>There are no suitable road junctions available for such a development as the surrounding roads are already heavily congested and not just at peak work travel times. The knock on effects of the traffic queues at Two Waters and the M25 roundabout would make the situation much worse than it is now.</p> <p>Shendish has been an area where local people have been able to use the footpaths and associated lands for recreational purposes for many years and this should be allowed to continue, if not for the health benefits, but seen as an essential local amenity.</p>
Include files	
Number	Question 46
ID	LPIO5178
Full Name	Mrs Ruth Bareham
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 proposed locations within Kings Langley and additionally at Shendish (which falls within the Parish but is considered under Hemel Hempstead) will not only remove the open land but will in essence achieve urban sprawl between both Watford and Hemel Hempstead. It is difficult to see how development of any significant size on these locations will not severely impact the character of the village and compound the existing infrastructure issues with congestion already faced through the village High Street.</p>
Include files	
Number	Question 46
ID	LPIO5179
Full Name	Jameson
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>All the sites listed for Berkhamsted have all been assessed individually. However, the key impact on this town will only be realised when the sites are assessed as a whole. The development of southern Berkhamsted was rejected by the core strategy and I implore you to uphold that decision. How can the fundamental reasons for rejecting these combined sites be ignored 10 years later?</p> <p>Development of Be-h2, Be-h4, Be-h6 and Be-h8 will all have a significantly negative impact on Shootersway. The Bearroc Park development has already significantly increased traffic along Shootersway resulting in traffic gridlock at rush hour, speeding and increased air pollution. Given that many children walk to two local primary schools and the local secondary school, along Shootersway, increased traffic along this route is dangerous and will lead to increased accidents.</p> <p>The location of these sites (along with Be-h1) at the top of Berkhamsted mean that residents are very unlikely to walk or cycle into town and so it is inevitable that car usage will increase. This will have a negative impact on traffic congestion and parking in town and on the condition of the roads. During the recent wintery weather Shootersway, and the roads off it, were not gritted and it was impossible to use a car, particularly to get down the hill into town. This could be dangerous for elderly residents or young families. Such people are already at risk of isolation by not living within walking distance of the centre of town.</p> <p>These sites all act as a natural boundary between the town and the A41 and it would be a mistake to remove this boundary. Significant reductions in the quality of life would result from housing next to this major bypass. Removal of this countryside would have a negative impact on wildlife by destroying their natural habitat. It will destroy the Chilterns countryside and of views of the Chilterns and may also increase the risk of flooding in Berkhamsted as fields are removed.</p> <p>No increase in schools or Medical infrastructure is proposed, again increasing the likelihood of car usage to get to their allocated schools or an available doctor's surgery. No increase in available employment is being proposed so all these new residents will be commuting (on an already packed train service to London due to soon been disrupted by HS2) or to other local towns, again increasing traffic congestion and pollution. The station car park is already overflowing at peak times, and there is not space to expand further.</p> <p>Additional points on Be-H2 - this site is not big enough to really address the shortage of housing. It does not make sense to relocate a local school's playing fields to a further away location, again increasing car usage and pollution. Currently, many children walk to the playing</p>

	<p>fields located at Be-h2 but this would not be possible if relocated to Haresfoot site.</p> <p>Furthermore, access to this site on Shootersway will be impractical. This road is already incredibly busy at rush hour, with congestion backed up from the junction with Kings Road almost to Barncroft Road. Residents at Haslam Fields will not be able to get in/out of the new development. Although the new junction has benefits at certain times of the day it will not be able to withstand the increase in capacity suggested here (nor will Durrants Lane or Cross Oak Road (with multiple one-car passing places). If road safety measures are introduced, this will cause traffic to back up on the A41, as was the case when the Kings Road/Shootersway traffic lights were worked on.</p> <p>The proposed use of the field next to the A41 as green/recreational space is a terrible idea. No-one would choose to spend their social time next to a dual carriageway bypass. The noise pollution alone will put people off, let alone the drive up the hill to get there.</p> <p>Development of Be-h1 would also be a mistake for many of the reasons above, this site is not within walking distance of the town so will increase car usage and air pollution. There are no proposed improvements to the infrastructure, putting intolerable pressure on already strained services.</p> <p>In summary the development of southern Berkhamsted is a terrible idea. It would ruin the character of this vibrant market town, and place an insolvable burden on the infrastructure, which is already constrained by the topography and the fact it is a historic market town.</p>
Include files	
Number	Question 46
ID	LPIO5192
Full Name	Mr John Wood
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 relation to KL-h3: The Green Belt land at Wayside Farm is irreplaceable.</p> <ul style="list-style-type: none"> • Wayside Farm offers a valued landscape to village and surrounding area residents • It has one of only two Jersey cow herds left in Hertfordshire, which yield high quality Raw Milk for local residents and visitors from around the area • It offers educational visits to local schools to learn about the processes of milk production and animal husbandry • It offers open fields and pathways within easy reach of Kings Langley for walkers, joggers and dog-owners to access.

	<p>Other issues</p> <p>Wayside farm has historical significance. The top of the farm near to Rudolph Steiner School was once the location of Queen Eleanor's 13th century Palace.</p> <ul style="list-style-type: none"> • Scheduled ancient monuments are located on Wayside Farm between the A4251 and the canal and these need to be protected. • Under National Planning Policy Framework 2012 (NPPF) rights of way need to be protected. Wayside Farm has rights of way which are popular with ramblers, and dog walkers. These rights of way are not mentioned in the Dacorum Local Plan. • Vehicular access from Wayside Farm during peak hours would be extremely difficult and time-consuming due to the considerable traffic tailbacks on the A41 and A4251 which already exist at peak times leading to junction 20 of the M25. • There is a lack of justification for building additional office space in Dacorum due to so many offices already being empty or not fully occupied as well as land designated for employment purposes on established commercial areas such as Maylands Avenue in Hemel Hempstead. • It should be noted that a large office building, Enterprise House, situated less than a quarter of a mile away from Wayside Farm between Kings Langley station and M25, is currently being converted to flats. There is not adequate demand for offices in Kings Langley village to warrant further office development.
Include files	
Number	Question 46
ID	LPIO5195
Full Name	Mr Gareth Morris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am strongly opposed to all the greenfield locations around Tring. The transport and social infrastructure to support this development simply doesn't exist today and could never be put in place. Tring would be transformed from a beautiful historic market town into an historic mess, and a truly awful place to live in.
Include files	
Number	Question 46
ID	LPIO5294
Full Name	Mr Gary Ansell
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Site HH-h3 – Shendish</p> <p>This site should not be considered as Hemel Hempstead. It is part of Kings Langley and is located within the Parish of Kings Langley.</p> <p>The Shendish site provides a green separation between the historic village of Kings Langley and Hemel Hempstead and is a beautiful historic landscape in itself. Any development of this site will promote coalescence between Kings Langley and Hemel Hempstead and eliminate a valued landscape containing three rights of way and valuable amenity value. Under NPPF 2012, these rights of way need to be protected.</p> <p>Access to the site is poor meaning additional infrastructure would be required which would spill onto the already congested London Road or possibly onto the much smaller Rucklers Lane, should the site be developed. This would probably include building a new bridge over the railway line.</p> <p>The site contains listed buildings in a setting which would be destroyed if development took place around them. The County Archaeologist has identified a high risk that heritage assets with archaeological interest are present on the site.</p> <p>The site is also host to specimen trees which were planted many years ago as an overspill arboretum for Kew Gardens. These trees make Shendish a particularly important environment and the trees need to be protected.</p> <p>Traffic levels along Hempstead / London Road have reached unsustainable levels due to the development of the retail outlets (Sainsburys, Bunnings Warehouse, Wickes, Dunelm, etc). Housing development at Apsley Mills, Nash Mills and the Manor Estates plus other developments (total: 2,500 houses) have added additional traffic congestion.</p> <p>The site is Green Belt land.</p> <p>For the above reasons, this site should not be released from the Green Belt and should not be put forward as an option for development.</p> <p>Site KL-h1 – Hill Farm</p> <p>Hill Farm is situated in the North West corner of Kings Langley at the highest point from the High Street. It stretches along Love Lane from the cross roads to the edge of the Secondary school grounds and then runs parallel to Chipperfield Road houses right up the where it crosses the A41. As such, its position is severely constrained and any development there would cause significant traffic congestion in an area already congested by school traffic. This would pose a significant safety risk to the many school children in the area each weekday morning and afternoon.</p>

Hill Farm is Green Belt land which helps define the boundary of the village should only be considered for development after all brownfield options have been exhausted.

The ecology of the site has not been determined and it is close to a conservation area and provides a green gap.

For the above reasons, this site should not be released from the Green Belt and should not be put forward as an option for development.

Site KL-h2 – Rectory Farm

Rectory Farm borders the Grand Union Canal and part of it lies at the same level as the canal, providing a rare undisturbed wildlife corridor approximately 0.5 km in length, supporting a variety of water birds including kingfishers, herons and occasional egrets, and more common waterfowl. Of note is the fact that this area has occasionally been partially flooded from leaks in the canal bank.

The site is Green Belt land and is also subject to a planning policy regarding nature conservation in Dacorum Borough's river valleys.

There are dilapidated farm buildings on the site which could be redeveloped and would constitute a brownfield site in King Langley which would contribute to the plans housing need and would not increase pressure on local infrastructure significantly.

Any development of the Green Belt areas would increase traffic significantly which would add to congestion on the only main road through the village.

The Green Belt areas are of important amenity value to the village, such as producing food for local consumption. Since 2014, Transition in Kings (TiK) has engaged local volunteers in producing vegetables for sale at the monthly Kings Langley Market. On a very small scale, this effort demonstrates the potential for a much larger and more efficient food producing business at Rectory Farm, possibly based on "pick-your-own" fruit and vegetables together with modern systems for producing year-round fresh vegetables.

In addition the Sunnyside Rural Trust at Hemel Hempstead has a track record of developing the life skills of people with learning disabilities through engaging in horticultural activities. By leasing 5-10 acres at Rectory Farm, the Trust would be able to expand their valuable community work in Kings Langley.

For the above reasons, this site should not be released from the Green Belt, other than the brownfield element (dilapidated farm buildings), and should not be put forward as an option for development.

Site KL-h3 – Wayside Farm

Wayside farm is a 127 acre community farm and has been farmed by Charlie Wray since 1980. The farm is situated on the edge of Kings Langley village and provides a green separation between the village and the M25 and A41.

This area of Green Belt land has huge amenity value:

	<ul style="list-style-type: none"> • It is a working farm that is very accessible to villagers and particularly the children of the village, offering educational visits to local schools • It is one of only two dairy farms with Jersey cows in Hertfordshire and sells raw milk. There is also a recently opened farm shop. • It is a significant valued landscape with open fields and three rights of way, highly valued by walkers, joggers and dog walkers. Under NPPF 2012, these rights of way need to be protected <p>From an historical perspective, the top of the farm near to Rudolph Steiner School was once the location of Queen Eleanor's 13th century Palace and a scheduled ancient monument is sited in one of the fields. Its setting must be preserved.</p> <p>Located near to the A4251 / M25 / A41 junction, any additional development on this land would lead to a significant increase in congestion.</p> <p>The plan option suggests this site would be suitable for offices, etc. There is no justification for building additional office space in Dacorum due to so many offices already being empty or not fully occupied as well as land designated for employment purposes on established commercial areas such as Maylands Avenue in Hemel Hempstead. Therefore, Wayside Farm should not be considered for office development. Note: a large office building, Enterprise House, situated between Kings Langley station and M25, was recently converted to flats justifying the fact that there is not adequate demand for offices in Kings Langley village to warrant further office development.</p> <p>As this is a significant Green Belt site, of significant local amenity value which the majority of the village do not want to see developed, for this and the above reasons, this site should not be released from the Green Belt and should not be put forward as an option for development.</p>
Include files	
Number	Question 46
ID	LPIO5303
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	Access for building work for Tr-h1 and Tr-h2 will be extremely difficult due to the narrow roads and heavy traffic from the town to the station. These roads are totally unsuitable as they are at present for building on this scale, and for the extra 1000s of cars which will use Station Road and Grove Road, even with a service road running the length of any development, once constructed.

Include files	
Number	Question 46
ID	LPIO5358
Full Name	Ilyn horne
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3 Shendish should be consider part of Kings Langley not Hemel as this site is within the bounds of Kings Langley Parish.</p> <p>Development of Shendish site would lead to coalescence of the areas of Kings Langley, Rucklers Lane, Apsley and therefore Hemel.</p> <p>Development of KL-h1, KL-h2 both cause issues to Kings Langley in terms of the loss of the land and the impact on the village in terms of significantly increasing the size of the village and its infrastructure needs also its coalescence with Apsley in respect of KL-h2.</p> <p>KL-h3 - Wayside farm would almost double the size of the village. The site is also the location of 1 of 2 dairy farms in the borough and one of only a handful in the country that sells raw milk. The farm has established itself as a widely known seller of raw milk with people travelling from other counties to buy this. They are also expanding their produce with the introduction of a farm shop. They often invite visitors to open days during summer. They are central to village life and valued both local residents and those further afield to farming. The council itself has indicated that Dacorum is a predominantly rural borough, this farm gives residents an insight into the fact that rural means more than just fields and a few trees. Wayside farm is an asset to the village and the whole county and the council should be looking to actively support it and promote it as per the Prime Ministers commitment in PMQ's on the 6th December.</p>
Include files	
Number	Question 46
ID	LPIO5395
Full Name	Mrs J Nathan
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 object to proposals HH-h1a, HH-h1b and HH-h2 as they would completely surround Piccotts End's Conservation Area. • Traffic on the Leighton Buzzard Road and Hemel Hempstead to Redbourn Link Road are already under too much strain. Try getting anywhere along those roads at peak time... • Piccotts End is in a valley and already at risk from flooding. How can you guarantee that our homes are not being put at increased risk from flooding with these proposals?
Include files	
Number	Question 46
ID	LPIO5398
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	
Include files	
Number	Question 46
ID	LPIO5430
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	
Include files	
Number	Question 46
ID	LPIO5432
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	

Include files	
Number	Question 46
ID	LPIO5448
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	The Sites Be-h1 are supported
Include files	
Number	Question 46
ID	LPIO5480
Full Name	Mean Erin Dimpleby-Baker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The proposed site between Bell and Darrs Lane would cause significant problems with traffic and congestion, a problem which is already evident at peak times, particularly along Shootersway. Another 250 houses built along this road could potentially mean more than 500 extra vehicles using this already busy stretch of road. Moreover, access to town from this site is challenging without a car- making high car usage into town inevitable; more strain on an already congested town and high street. Darrs Lane is a single track rural lane, and one which is unable to support yet more traffic. This is a Green Belt area of land bordering a Chilterns Area of Natural Beauty, which would be hugely damaged by development on the site. More significantly, Green Belt status should be maintained for this land in protection of abundant wildlife (including that of tawny owls, bats and deer) which rely on the open space and hedgerow as their habitat. At present, the proposed developments offer no compensation for this loss. Whilst affordable housing is clearly a need, there are many other sites (those in Hemel where there are greater employment opportunities and where housing targets have not yet been met) which would be less damaging to the AONB and local wildlife.
Include files	
Number	Question 46
ID	LPIO5486
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	<p>HH-h1a, HH-h1b and HH-h2.</p> <p>These areas were all specifically identified by the Green Belt Review as areas to be "Excluded from review and retained as Green Belt". To include them in proposals for development contradicts virtually all the stated aims, objectives and vision of this plan. Specifically it would involve building on a particularly pleasant greenfield landscape with some beautiful views, and ruin the distinctive character and attractive site of the historical settlement of Piccotts End, which is a conservation area. Both Piccotts End and the fields around are used extensively by walkers, joggers and cyclists and provide significant healthy recreational opportunities for all in Hemel Hempstead and beyond.</p>
Include files	
Number	Question 46
ID	LPIO5512
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>Be-h1; Land adjacent to Thomas Coram School, along Shootersway and adjacent to A41</p> <p>The density of 35 dph is too high (edge-of-town, and incompatible with neighbouring character areas).</p> <p>Part of the Hall Park development is likely to be visible from the AONB, affecting the setting</p> <p>A significant loss of Green Belt here would create urban sprawl, contrary to one of the main purposes of the Green Belt.</p> <p>The proposed local store and pub are likely to prove unviable.</p> <p>The valley side location and distance from Berkhamsted town centre and amenities would not encourage walking or cycling</p> <p>Proximity adjacent to A41 means residents are exposed to high level of ambient road noise.</p> <p>There is no evidence that a bus service would be viable</p> <p>Development here would place excessive strain on Berkhamsted's infrastructure – roads, capacity of Swing</p>

Gate Lane congestion etc. due to increased car usage contrary to local plan policies.

Be-h2; Haslam Fields

The ridge side location would encourage car usage contrary to local plan

The density is too high and not compatible with neighbouring character areas

There will a cumulative negative impact on Berkhamsted infrastructure.

There is likely to be poor and possibly dangerous access on to Shootersway and congestion issues given adjacent development at Hanburys

The traffic capacity of Shootersway is inadequate –the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.

The open land provision is welcome.

Be-h3; Ivy House Lane

There is inadequate access. Access from Meadway is not possible as it is a private road. Access from Hunters Park would only be possible by demolishing a house. The capacity of Ivy House Lane cannot support development - it would require significant structural changes not just to Ivy House Lane but also the railway and canal bridges. This would cause a substantial increase in traffic congestion in neighbouring roads (e.g. George Street and Bank Mill) putting a strain on local infrastructure.

The density is too high given character of neighbouring area.

There would be an adverse impact on the neighbouring Chilterns AONB – which the Inspector stated “(should be afforded the highest status of protection) and therefore more weight should be attached to securing sustainable growth in the Borough’s main town”

There is frequent run off flooding onto the Lane at the base of the floor of the dry valley.

Be-h4; Land in Northchurch

A high-density development in a prominent valley location would create an adverse impact on the landscape and setting of the AONB.

A bus service is unlikely to be viable. There would therefore be an increase in car usage, congestion, and pollution in the AQMA.

Difficult and costly upgrade required for Darrs Lane and Bell Lane.

Cumulative impact on capacity of Shootersway – see Be h2.

Area of archaeological significance.

Concern about water run – off.

Be-h5; Lock Field – New Road Northchurch

There is poor pedestrian access along New Road.

Adverse impact on canal side setting.

Will require upgraded access to New Road and challenging sightline close to bridge.

There will be an Impact on the AQMA in Northchurch.

Be-h6; Land adjacent Blegberry Gardens

This is a site of archaeological significance.

The Ridge location of a high-density development, is set a large distance from key services: this would encourage the use of the car (against Local Plan) and increase demand for parking in the congested centres. This would also impact on AQMA.

There is inadequate capacity of Shootersway – given cumulative impact of other developments in the road (see Be- h2).

Be-h7; Bank Mill off London Road

This site lies within the Berkhamsted Conservation Area and would significantly alter the Gateway to Berkhamsted.

It would have an impact on the setting of the adjacent Chilterns AONB.

There would be significant intrusion into the Green Belt, creating urban sprawl.

The density is too high for the character area.

The site lies in a zone of flood risk.

The site has limited access to services, putting a strain on Local infrastructure and the local sewer line on London Road. Residents have experienced over flows generated from the Bank Mill development.

Be-h8; Golf Range/ Brick Works nr Hospice

The site has poor road access and is remote from local services, consequently car usage would be encouraged, contrary to Local Plan.

A high-density development on a valley side in the Chilterns AONB would have an adverse impact on the landscape.

SUMMARY COMMENTS ON THE LOCAL DEVELOPMENT FRAMEWORK

Future development of Berkhamsted should be Planned and be driven by the needs of the local community.

Status of *Supplementary Planning Guidance* should be enhanced.

Action needed to protect and enhance the waterside environment throughout Borough.

The infrastructure of Berkhamsted in particular is not fit for purpose in relation to current needs let alone any future housing development.

Lack of community facilities for the young and old alike is one of the most important issues facing Berkhamsted.

Our open spaces are in need of protection from infill developments both on public and privately owned land.

	Protection of wildlife corridors should form an important part of any assessment of housing site suitability.
Include files	
Number	Question 46
ID	LPIO5529
Full Name	Mr Robert May
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Preserve Tring as a compact market town avoiding urban sprawl. Eastern gateway to Tring currently past farmland and the Pendley and Tring Park estates. Building on the Green Belt of Dunley Farm Tr-h5 and Tr-h1 would lose this attractive approach and interrupt the wildlife corridors.</p> <p>Consideration should be given to the dozens of new houses already provided in Tring through infilling and other sites already used. Planning has also already been given for over 100 houses in western Tring on Greenfield.</p>
Include files	
Number	Question 46
ID	LPIO5545
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	<p>Hill Farm (Site KL-h1) is inaccessible by vehicles unless another home is demolished in Love Lane of Chipperfield Road. Even if that were done, other roads leading to the site (Langley Hill, Vicarage Lane and Common Lane) are already over-congested due to parked cars. At school opening and closing hours these access roads are gridlocked because they provide access to all three schools in Kings Langley.</p> <p>Shendish (Site HH-h3) has similar restrictions for vehicle access. Rainwater runoff from the sloping hillside currently brings debris into London Road, and occasionally onto the West Coast Main Line railway (according to anecdotal evidence).</p>

	Separate comments are attached regarding Rectory Farm (KL-h2), Wayside Farm (KL-h3)
Include files	Additional documents for sites KL-h2 & KI-h3
Number	Question 46
ID	LPIO5546
Full Name	Mrs J Marshall
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 46
ID	LPIO5563
Full Name	Mrs Barbara Rowbottom
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 opposed to all four proposed development sites in Kings Langley. They are all on Green Belt land which is completely unacceptable. In his budget speech on 22.11.17 the Chancellor Philip Hammond highlighted the Government`s support for keeping the Green Belt from development by saying "... making the best use of our urban land, and continuing the strong protection of our green belt."</p> <p>In addition, over recent years Kings Langley has absorbed the extra traffic generated from the massive developments along the canal from Apsley to the old Ovaltine buildings. This is especially bad at peak times when it takes at least 20 minutes to reach the M25 roundabout or the station (max 1 mile). The volume of traffic is in danger of destroying our High Street. To add more to this is madness. For every house built approximately 4 extra residents and at least 2 extra cars will be vying for road space and services.</p> <p>KL-h3 Wayside Farm and surrounding area - How can anyone think this is a suitable proposal? The family at Wayside Farm has recently shown incredible resourcefulness by turning a declining milk industry into a thriving outlet for their fabulous raw milk produced from their Jersey herd, offering a locally produced high quality product of which we should all be proud. They have now opened a Farm Shop to include other local produce giving both an outlet to local producers and the</p>

opportunity for people to appreciate the wide range of quality food that is available with minimum food miles attached. The council should be giving the family a business award not suggesting the land is concreted over.

This land also provides a gateway into the village from Watford, the A41 and the M25. There is a sign which says "Welcome to Dacorum" . It sets the scene for entering what is one of Hertfordshire`s loveliest villages. To build on this land would not only join Kings Langley to the Watford sprawl but would completely destroy its essence as a village with a great history and great future.

KL-h2 Rectory Farm - This land which borders the canal is a buffer between Kings Langley and Apsley protecting the status of Kings Langley as a village. It is full of wild life and includes several different habitats from the damp low lying ground by the canal to the higher ground by the road. It would serve the community much better if it were a community space. There is already a community vegetable growing project on the site. Dacorum Borough Council and Hertfordshire County Council say they are keen to not only protect but to enhance chalk stream habitats in the County. The River Gade, a great example of a chalk stream, joins the canal at this point. It would make an excellent focus to leisure parkland.

KL-h1 Hill Farm - Apart from the fact that it is Green Belt, development of this pocket of land is totally inappropriate particularly because of access issues. Access could only be from already grossly overcrowded roads.

HH-h3 Land at Shendish - this site is in Kings Langley. Apart from the fact that it is Green Belt land and again offers a buffer, this time between Kings Langley and Hemel Hempstead, vehicular access is already very poor for the present traffic volume. In contrast pedestrian access is great, the land offers walking opportunities for local residents that enhances the sense of well being that living in a semi rural environment offers.

Kings Langley is already described as a large village, development of any size can only change its designation into a town. This cannot be allowed to happen.

Include files	
Number	Question 46
ID	LPIO5573
Full Name	ms hilary whitby
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I object to building on sites Be-h4 which is as far as I can see on the map the planned new development sites by DARRS LANE BELL LANE and DURRANTS LANE on green belt land. Berkhamsted is already beginning

	<p>to be under strain of providing the infrastructure to support all the new builds already in the area. This particular part of the valley is already jammed due to new building</p> <p>It is becoming increasingly difficult to get a doctors appointment. The traffic is now significantly more congested to name but a few problems</p>
Include files	
Number	Question 46
ID	LPIO5595
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	<p>Bov-H1 is likely to be adversely affected by development suggested in the same area bu Bucks CC</p> <p>Bov-H4 has least impact on the existing area</p> <p>Bov-h3 is land which is currently inaccessible. If traffic can be guaranteed to be kept away from the high street this would be reasonable</p> <p>Bov-h2 being so close to Bov-h3 would be too large a development for the village to sustain in terms of congestion to an already very congested village centre</p>
Include files	
Number	Question 46
ID	LPIO5623
Full Name	Ms Lisa Mangan
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 strongly believe that Kings Langley is at saturation point, I do understand that there is a need for extra housing in the borough but this needs to be met initially by developing Brownfield sites This part of Dacorum has already seen a lot of housing built through Kings Langley, Apsley and Nash Mills and I do not feel the area can withstand another large development.</p> <p>New housing on the above sites will destroy the character of Kings Langley as a village as it will nearly double it's size. It will also put additional pressure on already overloaded local services ie over worked local</p>

	<p>GP services and transport. Kings Langley trains to London, Euston are always overcrowded and it is standing room only on rush hour trains.. The station car park has already been extended once and parking is tight. The road network cannot cope with the existing traffic, often coming to a standstill, and additional traffic will bring even more congestion along with noise and air pollution.</p> <p>Kings Langley Secondary School is already oversubscribed and any new students will have to travel out of the area causing more carbon emissions, this is hardly sustainable.</p> <p>Roads are already overloaded with traffic at peak times, especially approaching J20 of the M25 motorway, which often backs up through the village. Any further increases in the population would add to already high levels of traffic, and would add to pollution, decrease air quality, increase noise and make it impossible for village residents to travel to work.</p>
Include files	
Number	Question 46
ID	LPIO5643
Full Name	Erica 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 descriptions of the land areas identified are rather vague. Where are they?</p> <p>Why is the "safeguarded" land ringfenced for economic development not included for comment in this section? This is described as being "south of Kings Langley" but again this is very vague. Where is it?</p> <p>HH-h3 Land at Shendish is described as being in Hemel Hempstead, but this is in Kings Langley and so should be reclassified as such.</p>
Include files	
Number	Question 46
ID	LPIO5711
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	No
Your response - Please add your response here	
Include files	
Number	Question 46
ID	LPIO5713
Full Name	Mr Andrew Kennett
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The site at Wayside Farm (KL-h3) is a working dairy farm that is also rich in wildlife and used by local walkers. Large scale housing development would not only ruin its character but put extra pressure on rail and parking as many of the homes would not be walking distance from Kings Langley schools and shops.
Include files	
Number	Question 46
ID	LPIO5718
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 objects to the allocation of sites in the AONB Tr-h4 and Be-h8 and makes a holding objection to all the sites in the setting of the Chilterns AONB, pending proper assessment of the impact of developing the sites on the AONB: HEMEL HEMPSTEAD HH-h1a North Hemel Hempstead (Phase 1) HH-h1b North Hemel Hempstead (Phases 1 and 2) BERKHAMSTED Be-h3 Land at Ivy House Lane Be-h4 Land between Durrants Lane / Bell Lane / Darr's Lane (two sites) Be-h5 Land at Lockfield, New Road, Northchurch Be-h7 Land at Bank Mill Lane Be-h8 Berkhamsted Golf Range, The Brickworks, Spring Garden Lane (in Chilterns AONB) TRING Tr-h1 Land to the north of Station Road

Tr-h2 Land west of Marshcroft Lane
 Tr-h3 Land at Icknield Way / Grove Road (New Mill)
 Tr-h4 Land at Cow Lane / Station Road (in Chilterns AONB)
 Tr-h5 Land at Dunsley Farm, London Road
 Tr-h6 Land north of Icknield Way (Waterside Way)

MARKYATE

My-h1 Land south of Markyate
 My-h2 Land at Pickford Road

OTHER SETTLEMENTS

O-h1 Land at Old Kiln Meadow, Water End Road, Potten End

There are gaps in the evidence base for the Local Plan on assessing impacts on the AONB. The emphasis of the work so far is the Green Belt. Landscape is a late add-on to the Green Belt study, and shows little understanding of AONB impacts. There is not even a map showing the AONB boundary in the Arup work. The landscape work at a site level is mainly desk based and not detailed enough. It is overly focussed on whether the land parcel exhibits the special qualities of the AONB, which is not what Government policy or legislation says: Countryside and Rights of Way Act 2000 sec 85: "have regard to the purpose of conserving and enhancing the natural beauty of the AONB" - all of it, not just the subset of areas which happen to contain the special qualities. Furthermore not all AONB impact are visual or come under the heading of landscape eg effects on tranquillity, ecology, air pollution, dark skies. The message from the Planning Inspector re: the proposed Dacorum BC Site Allocation in the AONB west of Tring needs to be heeded. The Planning Inspector concluded "I have reflected on what I heard at the hearing sessions where this site was discussed, as well as the submitted written evidence. On the basis of this verbal and written evidence I have serious concerns that the gypsy and traveller site element of site LA5 is unsound. This is because of the lack of a formal assessment by the Council to assess its likely impact on the Chilterns Area of Outstanding Natural Beauty (AONB) and in particular whether it would conserve and enhance the natural beauty of the AONB... In conclusion, for the Plan to be found sound the Council will need to, as a minimum, advance main modifications to remove reference to the provision of a gypsy and traveller site as part of LA5".

The Schedule of Site Appraisals Sustainability Appraisal Working Note is flawed because being in the setting of the AONB has been given no greater weight than sites outside the AONB setting. For example, sensitive AONB setting sites like Be-h3 Land at Ivy House Lane has been scored exactly the same (one orange cross: "the option is likely to have a negative effect which is not significant") under SA9 Landscape as sites further distant from the AONB at Kings Langley or Bovington.

The Chilterns Conservation Board is willing to help with a brief for a study of the impacts of proposed allocations on the Chilterns AONB, as we have with a similar

assessment for the emerging Chiltern and South Bucks Local Plan.

The statutory Chilterns AONB Management Plan 2014-2018 explains how developments outside the AONB but in its setting can affect the AONB. and includes the following policies:

Vision: The setting of the Chilterns is valued and protected by ensuring development adjacent to the AONB also respects its national importance.

Policy L4: The distinctive character of buildings, rural settlements and their landscape setting should be conserved and enhanced.

Policy L5: Developments which detract from the Chilterns' special character should be resisted.

Policy L7: The quality of the setting of the AONB should be conserved by ensuring the impact of adjacent development is sympathetic to the character of the Chilterns.

Policy L8: Landscape close to existing and new areas of development should be maintained and enhanced to conserve, enhance and extend: natural capital; green infrastructure; character and amenity; biodiversity; and opportunities for recreation.

Policy D8: The retention or creation, and long term maintenance, of green infrastructure should be sought when development is proposed in, or adjacent to the AONB.

Policy D9: Full account should be taken of the likely impacts of developments on the setting of the AONB.

There is further advice in the Chilterns Conservation Board's Position Statement on Development Affecting the Setting of the AONB, available at

<http://www.chilternsconservationboard.org.uk/development-impacts.html>
It identifies that:

Examples of adverse impacts include:

- Blocking or interference of views out of the AONB particularly from public viewpoints or rights of way;
- Blocking or interference of views of the AONB from public viewpoints or rights of way outside the AONB;
- Breaking the skyline, particularly when this is associated with developments that have a vertical emphasis and/or movement (viaducts, chimneys, plumes or rotors for example);
- The visual intrusion caused by the introduction of new transport corridors, in particular roads and railways;
- Loss of tranquillity through the introduction of lighting, noise, or traffic movement;
- Introduction of significant or abrupt changes to landscape character particularly where they are originally of a similar character to the AONB;
- Change of use of land that is of sufficient scale to cause harm to landscape character;
- Loss of biodiversity, particularly in connection with those habitats or species of importance in the AONB;
- Loss of features of historic interest, particularly if these are contiguous with the AONB;

	<p>- Reduction in public access and detrimental impacts on the character and appearance of rural roads and lanes, and</p> <p>- Increase in air or water pollution.</p> <p>- Adverse impacts might not be visual. The special qualities of the Chilterns AONB include tranquillity. A development which is noisy may well impact adversely on tranquillity even if not visible from the AONB.</p> <p>The Council must give great weight to the Chilterns AONB (NPPF para 115) and is under a legal duty to have regard to the purpose of conserving and enhancing the natural beauty of the Chilterns AONB (Countryside and Rights of Way Act 2000 section 85) The Chilterns AONB is nationally protected as one of the country's finest landscapes, and has the same level of protection (the highest) as National Parks (NPPF para 115). The location of growth should be informed by sustainability appraisal and assessment of the cumulative effects on development on the Chilterns AONB, including effects on natural beauty, ecology, habitat fragmentation, air quality, tranquillity, water abstraction from chalk streams, visitor pressure etc. Please see the recently published guidance from the Chilterns Conservation Board: Position Statement on Cumulative Impacts of Developments on the Chilterns AONB which should be of assistance in identifying effects and assessing them, it is available online at http://www.chilternsconservationboard.org.uk/development/position-statement/</p>
Include files	
Number	Question 46
ID	LPIO5722
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	Using the land marked HH-h1a,HH-h1b and HH-h2 for housing development would completely surround Piccotts End, a significant historic hamlet in a Conservation Area and an Area of Archaeological Importance. It would complete destroy the character of Piccotts End which is already adversely affected by planned development of Marchmont Fields. Building in this area would create an urban sprawl with the merger of Hemel Hempstead where the infrastructure is already physically constrained. Both the Leighton Buzzard Road and the Link Road running north east to Maylands Industrial area are already congested particularly during peak times. The Leighton Buzzard Rd though Hemel Hemstead is already congested for most of the day which makes not only makes travelling to Hemel Hempstead station a a long and tedious journey but causes a major

	<p>negative impact on the environment and potential the health of residents along this route.</p> <p>Development of the land marked HH-h1a,HH-h1b would cause significant run off into Piccotts End (particularly the northern end) which lies in the valley floor adjacent to the River Gade.</p> <p>The extensive use of Greenbelt and open farmland is unacceptable as it will have a major impact on the flora and fauna in the areas as well as the quality of life for the local residents in Piccotts End, many of whom moved to this location to enjoy the tranquillity of a semi rural location.</p> <p>The Council will not be discharging its fiduciary duty to act in the best interests of its constituents if it allows the extensive use of greenbelt and open farmland to accommodate and overflow of housing from London. It would turn Hemel Hemstead into a commuter town which would not be in the best interests of existing residents.</p> <p>Hemel Hemstead is already designated to accommodate the development of brownfield sites and it would be fair and proper to spread any further development around other areas of the Borough rather than build on the surrounding Green belt and open farmland.</p>
Include files	
Number	Question 46
ID	LPIO5773
Full Name	Mr Brian Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	the only possible site for development in Berkhamsted is Be-h1 but only with extensive infrastructure changes including access & egress which does not send traffic through the already constricted and congested town. so direct access to A41 and A4251.
Include files	

Number	Question 46
ID	LPIO5828
Full Name	Mr Roy Farrant
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Shendish is in Kings Langley, not Hemel Hempstead. If this site is developed, look at the gap between Hemel Hempstead and Kings Langley - considerably shrunk. Kings Langley is then close to disappearing into a suburb of Hemel Hempstead.
Include files	
Number	Question 46
ID	LPIO5831
Full Name	Ms Ann 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>Site HH-h3: Shendish is part of the village of Kings Langley. Building on this site would lead to Kings Langley joining up with Hemel, and thus losing its identity as a village. The road though Apsley and Kings Langley (A4251), leading to Junction 20 of the M25 is already very congested, with a difficult "pinch point" in Kings Langley that would destroy the nature of the High Street to rectify. The site is Green Belt land which should not be built on.</p> <p>Site KL-h1: Developing this site with access from Love Lane would lead to grid lock in Love Lane as three schools are sited very nearby: Kings Langley Primary and Secondary School, and the Rudolf Steiner School. As a resident in Coniston Road, it is already extremely difficult to drive along Love Lane during the times of the school runs. Additional traffic on Love Lane, which has traffic calming measures in place already, would be intolerable and create further traffic hazards for students. The pollution from stationary traffic would be greatly increased, to the detriment of nearby residents.</p> <p>Site KL-h2: Rectory Farm hosts a community initiative by Transition in Kings, an organisation of local residents, growing organic vegetables for sale at the village market. Local food production is sustainable and limits contributions to climate change. It would be tragic if this was lost. Additionally, The road though Apsley and Kings</p>

	<p>Langley (A4251), leading to Junction 20 of the M25 is already very congested, with a difficult "pinch point" in Kings Langley that would destroy the nature of the High Street to rectify.</p> <p>Site KL-h3: development at Wayside Farm would almost double the size of Kings Langley, taking it from being a large village to a small town. The social and historic nature of the village would be destroyed. It would lead to Kings Langley blurring into Watford, with loss of precious Green Belt land and urban sprawl. Wayside farm is an asset to the village, providing a rare Jersey herd, local milk for sale and a farm shop. Local food production is desirable for reasons of sustainability and reduction of greenhouse emissions.</p>
Include files	
Number	Question 46
ID	LPIO5836
Full Name	Mrs Janet Farrant
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-h3 - Shendish is part of Kings Langley Parish and so should be included in Kings Langley proposals not Hemel Hempstead. Any development of the land would merge Kings Langley into Hemel Hempstead and must be avoided
Include files	
Number	Question 46
ID	LPIO5855
Full Name	Mr Nigel Vanner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Tr-h2 Land to West of Marshcroft Lane</p> <p>As noted by other contributors Marshcroft Lane is an un-spoilt, virtually traffic free country lane leading down to the Grand Union Canal through farmland and into an Area of Outstanding National Beauty. It is a quiet cul de sac with mature hedgerows and ditches supporting wildlife. The fields to either side are of Grade 2 quality (very good/high yield) and continuously farmed. Due to its tranquillity and safe environment it is very popular and a major leisure/ recreational site for Tring. It is regularly used by families, cyclists, joggers, dog walkers,</p>

	<p>ramblers and horse riders. It is the start of the annual Ridgeway Run and recommended as the best starting point for walkers to enjoy the countryside to the east of Tring.</p> <p>Building a housing estate on the land and constructing a Tring NE distributor road straight through the area, including Marshcroft Lane, will totally destroy the idyllic environment and take away a key recreational amenity for residents and visitors seeking to enjoy the countryside.</p> <p>Tr-h1 Land to North of Station Road, Tring This area borders Marshcroft Lane and the same comments apply as for Tr-h2</p>
Include files	
Number	Question 46
ID	LPIO5856
Full Name	Mr Malcolm Thompson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Rectory Farm KI-h2. The proposed development would lead to the coalescence between Kings Langley village and Hemel Hempstead and would threaten the character of our beautiful village. If the development goes ahead there is a strong likelihood of flooding occurring as identified by the Environment Agency. Homeowners would not be able to insure their properties once this has happened. Kings Langley simply can not cope with more traffic ; we are already gridlocked at peak times and until public transport / trains are significantly improved we cannot consider this form of transport as a realistic alternative. There is also the impact on school places, doctors surgeries and all local services</p> <p>Wayside Farm KL-h3. There are just two Jersey herd dairy farms left in Hertfordshire and Wayside Farm is an integral part of our village. It supports local growers of fruit and vegetables and it is the supplier of raw milk locally which is well known for its health benefits. we will also lose the natural habitat for wildlife, birds and bugs, etc. The farm is on green belt land and should not be considered for development under any circumstance.</p> <p>Shendish Manor HH-h3. The proposed development of 900 houses plus a Primary School, which is in Kings Langley not Hemel Hempstead will lead to the coalescence of Kings Langley and Hemel Hempstead. The area is designated as conservation area and would also lead to the loss of precious natural habitat for wildlife. The increase in traffic is not sustainable and</p>

	<p>would lead to poor air quality as a result of increased air pollution.</p> <p>4. Hill Farm KL-h1. This proposal would lead to the loss of green belt land would result in the coalescence of Kings Langley and Hemel Hempstead, and threaten the character of our village. Traffic on Common Lane, Vicarage Lane and Langley Hill is already at capacity and any further development would be intolerable.</p> <p>I cannot see any positive affect to our village if any of theses proposals are implemented. Brownfield sites and existing commercial sites should be exhausted before contemplating the loss of green belt land.</p>
Include files	
Number	Question 46
ID	LPIO5883
Full Name	Mrs Carolyn Garner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>My comments relate specifically to site ref Be-h4</u></p> <p>I object to this proposal on the following grounds:</p> <p>Berkhamsted's infrastructure cannot cope with this development. Sink holes and narrow lanes make this an impractical site foe development.</p> <p>The proposals completely disregard the long standing government policy to protect green belt land and the need to avoid harm to the Chilterns Area of Natural Beauty.</p> <p>The development os contrary to the recommendations of the Council's own consultant.</p> <p>More generally Berkhamsted has already delivered over its target number of new homes, whilst Hemel, which has more suitable areas for developemnt, has under delivered.</p> <p>If these houses are built there will be an unacceptable level of traffic congestion. And lack of infrastructure, ie new school places/doctors/dentists/commuting into London via train from Berkhamsted will all be adversely affected.</p> <p>Affordable housing is required in Hertfordshire but a site with greater access to amenities and a more suitable terrain, ie not in a steep sided valley, is required.</p> <p>A valuable site for wildlife will be ruined</p>
Include files	
Number	Question 46
ID	LPIO5893

Full Name	Mrs Tamara Donn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Site KL-h1: I live on Love Lane and driving out of the road during school drop off and pick up at the moment is already very difficult without adding extra traffic from developing this site with access from Love Lane as it would lead to grid lock in Love Lane as three schools are sited very nearby: Kings Langley Primary and Secondary School, and the Rudolf Steiner School. Additional traffic on Love Lane and surrounding roads, which has traffic calming measures in place already, would be intolerable and create further traffic hazards for students and walkers. The pollution from stationary traffic would be greatly increased, to the detriment of nearby residents.</p> <p>Site HH-h3: Shendish is part of the village of Kings Langley. Building on this site would lead to Kings Langley joining up with Hemel, and thus losing its identity as a village. The road though Apsley and Kings Langley (A4251), leading to Junction 20 of the M25 is already very congested, with a difficult "pinch point" in Kings Langley that would destroy the nature of the High Street to rectify. The site is Green Belt land which should not be built on.</p> <p>Site KL-h2: Rectory Farm hosts a community initiative by Transition in Kings, an organisation of local residents, growing organic vegetables for sale at the village market. Local food production is sustainable and limits contributions to climate change. It would be tragic if this was lost. Additionally, The road though Apsley and Kings Langley (A4251), leading to Junction 20 of the M25 is already very congested, with a difficult "pinch point" in Kings Langley that would destroy the nature of the High Street to rectify.</p> <p>Site KL-h3: development at Wayside Farm would almost double the size of Kings Langley, taking it from being a large village to a small town. The social and historic nature of the village would be destroyed. It would lead to Kings Langley blurring into Watford, with loss of precious Green Belt land and urban sprawl. Wayside farm is an asset to the village, providing a rare Jersey herd, local milk for sale and a farm shop. Local food production is desirable for reasons of sustainability and reduction of greenhouse emissions.</p>
Include files	
Number	Question 46
ID	LPIO5940

Full Name	MR ALAN jackson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	KLH 1 should only be considered if a new slip road was built to the A 41 the roads leading down to High Street can not be upgraded to cope with the extra traffic .KL 3 ,Wayside Farm is the jewel in the crown to this village , people come from miles around when they have an open day ,all this would be lost forever.
Include files	
Number	Question 46
ID	LPIO5963
Full Name	Mr Philip Farrer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Any significant housing development on KL-h1, KL-h2, KL-h3 and/or HH-h3 will increase road traffic using the only realistic route south out of Kings Langley village towards Watford. This already is heavily congested at busy times in the approach to the roundabout at the M25/A41 junction and traffic can back-up into Kings Langley High Street.</p> <p>The area above Kings Langley village where KL-h1 is situated has poor road connection to the village High Street and the only feasible route out to either Watford or Hemel Hempstead and is heavily congested at busy times as it has to serve through traffic from Chipperfield and three schools close to the KL-h1 location.</p>
Include files	
Number	Question 46
ID	LPIO5964
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	The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. In accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.
Include files	
Number	Question 46
ID	LPIO6015
Full Name	Mr Neal Marshment
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-h3 - Shendish is a part of Kings Langley and not Hemel Hempstead as stated. KL-H3 - Wayside Farm - This is a thriving local business and has only of only a very few heards of Jersey cows left in the country. KL-H1 - This is on a single track country lane and totally unsuitable for any amount increased traffic
Include files	
Number	Question 46
ID	LPIO6023
Full Name	miss Emma Johnson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The family who run Wayside Farm have spent 37 years building their farm and have a local business selling milk, bread, eggs etc. to people in the local community. Loosing this green belt site would mean them loosing their business as 1 of 2 jersey herds in the county and also loosing their home. Other green belt sites such as Shendish where people walk their dogs and enjoy the land will be lost. Adding to this, Kings Langley will loose its identity and character as its joined with surrounding towns.
Include files	
Number	Question 46

ID	LPIO6039
Full Name	Miss Helena 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>The proposal to build on Wayside farm, and evict a farmer who has been there for 37 years, building his successful business, is horrible. Not only would he lose his job, but also his home, and the Jersey cows (which are 1 of 2 herds in the county, and 1 of 7 left in the country) would be killed for absolutely no reason, which would be completely unnecessary. This farm provides the village with not only produce, but the use of their land for walking dogs, or just walking in general with their public footpaths. It creates a sense of escapism from the busy village, and gives this village a lovely sense countryside.</p> <p>Kings Langley wouldn't be able to support the amount of traffic the building would bring in. It already struggles with the traffic currently flowing through the village, with many times there being queues to come into the village as well as leaving. The high street is constantly parked up, and the traffic going through the village has to slow in order not to cause accidents. Kings Langley would also lose the charming historic character that it has, as well as make it less social, as there would be pressure to the local clubs. There is also heavy traffic from Red Lion Lane, all the way through Apsley, which adding more houses would increase the amount of traffic. There are limited roads to many of the sites proposed. Shendish is a treasured business, with one road access to the site, which is a narrow road already. Shendish is also a popular golf course, as well as a popular site for walkers and dog walkers alike. Building here would blur the boundaries between villages, as well as add to the already over-subscribed schools and over-worked GP services.</p>
Include files	
Number	Question 46
ID	LPIO6060
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 do not feel that the Berkhamsted sites at Ivy House Lane or Bank Mill are appropriate for development. This

	<p>is due largely to the extremely limited access, along roads built in the Victorian era which are already overcrowded and dangerous. In addition, the view when entering Berkhamsted from the east, by road or by rail, is greatly enhanced by the beauty of the green belt land running up to the existing boundary of the town.</p> <p>While accepting that the Dunsley Farm site at Tring may be suitable for development, I do not believe that this should be for employment purposes. Again, it is at the entrance to the town and would totally change its character.</p>
Include files	
Number	Question 46
ID	LPIO6061
Full Name	Mrs Rose Arrowsmith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Building on sites referred to in the draft plan HH-h1a, HH-h1b and HH-h2 should not be allowed as Piccotts End is a hamlet consisting of many Grade I and Grade II houses, therefore an area of historic interest in addition to being Green belt, conservation area, AoOB, and of archaeological interest. Previous proposals for building on this land have been rejected, and until now DBC have been robust in their refusal to allow any changes to the property not in keeping with the above.</p> <p>I expect that 100% of Piccotts End residents would object to the proposed building but unfortunately because the hamlet is small (a key reason for its historic importance), the voice of Piccotts End will be ignored.</p> <p>Piccotts End has no need for further houses - today after the snow the northern end is flooded as the road sits at the bottom of the valley. If agricultural land is replaced by hard standing the flooding will only become worse. The Leighton Buzzard and Piccotts End road become blocked at rush hours as traffic from outlying areas (Berkhamsted, Leighton Buzzard) use the road to commute to work in Hemel Hempstead or the M1.</p> <p>Residents of Piccotts End and the smaller villages choose to live there because they are small and they do not wish to become part of the larger towns, which is what will happen if the proposals are allowed. Urban sprawl destroys the countryside, environment and way of life chosen by people in these areas and unless they specifically need and want more housing this growth should not be forced on these to satisfy central government objectives - DBC should stand up for the rights of all its residents and reject demands of central government.</p>
Include files	

Number	Question 46
ID	LP106101
Full Name	Dr Gerwyn 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>Comments provided below in relation to three separate sites KL-h1, KL-h3 and HH-h3</p> <p>KL-h1 : Land at Hill Farm, Love Lane</p> <p>We are astounded that this site is being considered for residential development. The site supports few, if any, of the key objectives designed to guide the policies in the Plan and themed under the headings – Sustainable Development (SD specifically objectives 1, 4, 5, 6 & 7); Strengthening Economic Prosperity (SEP objective 1); Homes and Community Facilities (HCF neither of these two objectives can be assessed at this stage); Looking After the Environment (LAE specifically objectives 1, 2 & 4); and Infrastructure and Delivery (ID again neither of the two objectives can be fully assessed at this stage but one only needs to examine the Manor Estate development in Apsley to form an opinion that neither of these objectives will be met).</p> <p>Site Location within Kings Langley CP: Within the parish, this site is located at the furthest extremity possible from both mainline stations, Apsley and Kings Langley – at best, a brisk paced walk of about 45 minutes – making it highly unlikely that any residents would walk to either station. Residents would also resort to cars and other modes of transport to access the village centre too, as the distance is greater than many residents would consider ‘walkable’ or ‘level’ – a significant factor for older residents or young families - those with young children/prams.</p> <p>Please note, there are significant inaccuracies in the ‘<i>Sustainability Conclusion</i>’ of the <i>Schedule of Site Appraisals, October 2017</i> – which claims the site is ‘relatively accessible’ with ‘direct and level access to the village centre for walking’. This is certainly not the case.</p> <p>With a targeted population of 150-300 units, the development would contribute 300-600+ additional vehicles* (*based on vehicle ownership data contained in the draft Plan) to an area of Kings Langley that is already hugely problematic at key times of the day – in particular, morning and evening commutes and school pick-up and drop-off. See below.</p>

Site Access and Transport Links: Access is hugely problematic. Whilst the site is adjacent to the A41 the closest access points to major routes either the A41 or M25 are the roundabout at J20 of the M1, or the slip road onto the A41 Two Waters, Apsley. Whilst the actual distance to both of these is relatively short respectively 1.5 and 3 miles, the current (pre-development) travel time to both regularly exceeds 60 minutes at peak times. These travel times would be significantly longer post development as the site entrance(s) would inevitably interact with the insignificant school traffic in the area – an oversubscribed Secondary School with a population of circa 1,200 pupils, an over-subscribed primary school of circa 450 pupils located on Common Lane plus the Rudolf Steiner School with a population of circa 400 pupils located on Langley Hill.

Green Belt Status and Special Character of Kings Langley: One of the key aims of Green Belt policy is *To preserve the setting and special character of historic towns*. A development on the scale proposed would have a hugely detrimental impact on the character of Kings Langley. The addition of a further 600+ vehicles would place even greater pressures on a transport infrastructure that is already over-burdened and unable to cope with the current levels of traffic.

The proposed development would also have a significant impact on the provision of education and health services. With local schools already oversubscribed any new development would require significant investment in the provision of new schools or well planned expansion of existing schools. As I understand it, there is little or no scope to expand the capacity of the primary school situated on Common Lane. As for the Secondary School – this has only recently been rebuilt – any expansion would require not only addition buildings but also playing fields.

Healthy Communities & High Quality of Life: Recent press and media reports have highlighted problems with child and adult obesity and lifestyles where very little or no physical exercise is undertaken. Considering the population of Kings Langley that of its near neighbour Apsley, the provision of free public access playing fields such as full sized football fields, tennis courts, basketball or netball courts is extremely poor. If as a community, we are serious about promoting healthy communities and high quality of life, much more needs to be done to secure good quality, easy access sports facilities for all residents. The land designated KL-h1 is an ideal location for such a facility. During school opening hours it could be used for the benefit of all three neighbouring schools whilst outside of school opening times the facilities could be opened more widely to village residents.

KL-h3 : Land at the east of A41 & Wayside Farm

In our view, the scale of development proposed for this site is on a par with the provision of a new settlement/town/ village – a planning option the council itself has ruled out (See Appendix C: Reasons for rejecting alternative growth distributions).

As with our response to the proposed development at KL-h1, the site supports few, if any, of the key objectives designed to guide the policies in the Plan and themed under the headings – Sustainable Development, Strengthening Economic Prosperity, Homes and Community Facilities, Looking After the Environment, and Infrastructure and Delivery.

Kings Langley Village Character

Wayside Farm together with its adjacent tenant farms form an important and integral role in the character of Kings Langley. As one of only a handful of working milking farms in the entire county of Hertfordshire – Wayside Farm plays a huge educational role – running regular open-farm days to inform and educate local residents on the importance of agriculture to our future well-being.

Well maintained footpaths over this package of land provide easy access to the countryside at all times of the year – enabling local residents a swift escape from the pressures of urban life and an opportunity to observe and immerse themselves in nature. This tract of land is well used by rambler groups, residents and visitors of all ages and provides an immeasurable benefit to the community.

Green Belt Status:

The tranche of land designated KL-h3 forms the southern end of the land parcel “14A / B” referenced within the *Issues & Options Sustainability Appraisal (SA)* produced by TRL and described as a “Parcel displaying a high level of built development”.

Importantly, the southern end of parcel 14A is designated Green Belt – a designation that is hugely important at the macro planning level. Dacorum’s own “*Green Belt Review Purposes Assessment*” *Final Report November 2013* provides a helpful interpretation in respect of National Policy on Green Belts, including:

- 1 To check the unrestricted sprawl of large built-up areas. Sprawl is defined as “spread out over a large area in an untidy or irregular way”. “Urban Sprawl” is defined as the uncontrolled or unplanned extension of urban areas into the countryside. Green Belt performs a key role in checking sprawl from London and other settlements.

- 2 To prevent neighbouring towns from merging into one another. A range of key local gaps to prevent coalescence is also identified in local policy. The report also references and defines the terms: Neighbouring towns; Merging; Ribbon Development; and Strategic Gaps
- 3 To assist in safeguarding the countryside from encroachment. The relationship between the GB and the countryside is close, however, not synonymous. Countryside land uses include agriculture, forestry, recreation and wildlife conservation.

In our view, removal of Green Belt status for KL-h3 would contravene the national policy. Specifically, it would facilitate unrestricted sprawl between major settlements. In effect, merging Kings Langley with Langleybury and creating an unbroken sprawl from Hemel Hempstead in the north, via Apsley, Kings Langley, Langleybury and the Hempstead Road area of Watford adjacent to the Grove Hotel, to Watford in the South.

We believe Wayside Farm should be designated a “Strategic Gap” to provide a clear space and demarcation between Hemel and Watford.

HH-h3: Land at Shendish, London Road.

We are surprised this parcel of land is listed under Hemel Hempstead rather than Kings Langley.

As with our response to the proposed developments at KL-h1 and KL-h3, the site supports few, if any, of the key objectives designed to guide the policies in the Plan and themed under the headings – Sustainable Development, Strengthening Economic Prosperity, Homes and Community Facilities, Looking After the Environment, and Infrastructure and Delivery.

Green Belt Status:

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We believe Shendish should be designated a “Strategic Gap” to provide a clear space and demarcation between the 1st tier settlements of Hemel Hempstead and Watford.

	<p>The Green Belt status of land at the northern end of Shendish was changed within the timeframe of the previous Strategic Plan enabling expansion of the Manor Estate in Apsley with the addition of circa 900+ units. Public consultations at the time highlighted numerous challenges including: access via a single-track bridge over the railway; transport infrastructure and congestion within Apsley; pressure on local schools, future protection of the Green Belt status. Despite reassurances being given during the consultation stage, little was done to address the challenges raised.</p> <p>Infrastructure Challenges</p> <p>The access road to Shendish Manor via the single track road bridge is wholly inadequate for a planned residential development of 900+ units. Additional or separate access via Ruckler's Lane is also hugely problematic without significant action to widen the road and improve the junction onto London Road. As mentioned elsewhere in this submission, traffic congestion along London Road is already at breaking point – the addition of a further 900 units providing circa 1,800 vehicles is a recipe for chaos not only for Apsley but also for neighbouring Kings Langley.</p> <p>Education Provision</p> <p>Whilst the submission makes a token reference towards a primary school – there is no reference to the provision of secondary education. In the modern era, the site does not provide easy pedestrian access to a secondary school. Note also that the closest secondary school at Kings Langley is already over-subscribed. Furthermore, land surrounding Kings Langley Secondary School is also subject to proposed residential development with no provision for school expansion.</p>
Include files	
Number	Question 46
ID	LPIO6104
Full Name	Dr Gerwyn 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>Comments provided below in relation to three separate sites KL-h1, KL-h3 and HH-h3</p> <p>KL-h1 : Land at Hill Farm, Love Lane</p> <p>We are astounded that his site is being considered for residential development. The site supports few, if any, of the key objectives designed to guide the policies in the Plan and themed under the headings – Sustainable</p>

Development (SD specifically objectives 1, 4, 5, 6 & 7); Strengthening Economic Prosperity (SEP objective 1); Homes and Community Facilities (HCF neither of these two objectives can be assessed at this stage); Looking After the Environment (LAE specifically objectives 1, 2 & 4); and Infrastructure and Delivery (ID again neither of the two objectives can be fully assessed at this stage but one only needs to examine the Manor Estate development in Apsley to form an opinion that neither of these objectives will be met).

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Please note, there are significant inaccuracies in the ‘*Sustainability Conclusion*’ of the *Schedule of Site Appraisals, October 2017* – which claims the site is ‘relatively accessible’ with ‘direct and level access to the village centre for walking’. This is certainly not the case.

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Green Belt Status:

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Importantly, the southern end of parcel 14A is designated Green Belt – a designation that is hugely important at the macro planning level. Dacorum’s own “*Green Belt Review Purposes Assessment*” *Final Report November 2013* provides a helpful interpretation in respect of National Policy on Green Belts, including:

- 1 To check the unrestricted sprawl of large built-up areas. Sprawl is defined as “spread out over a large area in an untidy or irregular way”. “Urban Sprawl” is defined as the uncontrolled or unplanned extension of urban areas into the countryside. Green Belt performs a key role in checking sprawl from London and other settlements.
- 2 To prevent neighbouring towns from merging into one another. A range of key local gaps to prevent coalescence is also identified in local policy. The report also references and defines the terms: Neighbouring towns; Merging; Ribbon Development; and Strategic Gaps
- 3 To assist in safeguarding the countryside from encroachment. The relationship between the GB and the countryside is close, however, not synonymous. Countryside land uses include agriculture, forestry, recreation and wildlife conservation.

In our view, removal of Green Belt status for KL-h3 would contravene the national policy. Specifically, it would facilitate unrestricted sprawl between major settlements. In effect, merging Kings Langley with Langleybury and creating an unbroken sprawl from Hemel Hempstead in the north, via Apsley, Kings Langley, Langleybury and the Hempstead Road area of Watford adjacent to the Grove Hotel, to Watford in the South.

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HH-h3: Land at Shendish, London Road.

We are surprised this parcel of land is listed under Hemel Hempstead rather than Kings Langley.

As with our response to the proposed developments at KL-h1 and KL-h3, the site supports few, if any, of the key objectives designed to guide the policies in the Plan and themed under the headings – Sustainable Development, Strengthening Economic Prosperity, Homes and Community Facilities, Looking After the Environment, and Infrastructure and Delivery.

Green Belt Status:

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The access road to Shendish Manor via the single track road bridge is wholly inadequate for a planned residential development of 900+ units. Additional or separate access via Ruckler’s Lane is also hugely problematic without significant action to widen the road and improve the junction onto London Road. As mentioned elsewhere in this submission, traffic congestion along London Road is already at breaking point – the addition of a further

	<p>900 units providing circa 1,800 vehicles is a recipe for chaos not only for Apsley but also for neighbouring Kings Langley.</p> <p>Education Provision</p> <p>Whilst the submission makes a token reference towards a primary school – there is no reference to the provision of secondary education. In the modern era, the site does not provide easy pedestrian access to a secondary school. Note also that the closest secondary school at Kings Langley is already over-subscribed. Furthermore, land surrounding Kings Langley Secondary School is also subject to proposed residential development with no provision for school expansion.</p>
Include files	
Number	Question 46
ID	LPIO6129
Full Name	Mr Stanley Judd
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The infrastructure around Apsley and Kings Langley cannot be changed without demolishing areas of housing. The A41 bypass extension from Watford to Aylesbury was built to alleviate the congestion through these areas. The volume of traffic that now uses the bypasses caused large amounts of overflow traffic to use Kings Langley and Apsley with queues going back as far as the M25. Also Rucklers Lane is used as a Rat run during the rush hour causing problems at the junction with Hempstead Road and Red Lion Lane. To build more housing in the area would lead to an impossible situation.
Include files	
Number	Question 46
ID	LPIO6138
Full Name	Mrs Alana Ivey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Bov-h1, Bov-h2, Bov-h3, Bov-h4 These are all greenbelt land.

In normal circumstances we would not even be considering building on greenbelt. And therefore this should be no different.

The plan appears to simply be based on areas where landowners have come forward volunteering their land for development. But this land is greenbelt and therefore should not even be on the table.

There are other brownfield sites that should be under consideration first.

We should all remember why greenbelt exists. You cannot easily turn land back into greenbelt once you've destroyed it. Whilst we are planning for additional population, we should not be forgetting that we live on this land together with the wildlife and not in isolation.

All of the above sites involve adding substantial quantities of homes to what is already a large village.

There is no plan outlined for improvements to the infrastructure within the village, yet the quantity of homes outlined will definitely need it. The school is already oversubscribed and is already one of the largest schools in Hertfordshire. So cannot be expanded.

The roads are already congested and no plans are in place to allow for the significant extra traffic.

There has already been reported a 5% increase in heavy goods traffic since last year on the roads. And the congestion at the bottom of Box Lane is a known problem, with no plans to alleviate. Over the years this has only got worse. Adding to housing in Bovingdon will simply add to this problem.

If all of these homes are built on all of these plots the village would increase in size by 25% in terms of homes. This will have a significant impact on all services.

Include files	
Number	Question 46
ID	LPIO6147
Full Name	Mrs Rosemary North
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Most of the
Include files	
Number	Question 46
ID	LPIO6198
Full Name	Mrs Helen Smith
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Shendish should be included within the Kings Langley plans, If these sites go ahead the population of Kings Langley would double. The infrastructure could not cope and it would no longer be the village that we all love to live in.
Include files	
Number	Question 46
ID	LPIO6209
Full Name	M Gareth Goode
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>KL-h3 Wayside Farm: Is a large area of green belt and is the only farm left in the village that still being farmed as its intended use. Hats off Charlie who has diversified his business to compete with all that changed with modern life. This farm is a big asset to the village and supplies 0 milk miles and local vegetables. To loose this part of the village would be a huge loss. We should be supporting the work that Wayside do, not taking it away from them.</p> <p>KL-h1 Hill farm: Development of this farm would make traffic difficult since there is no access appropriate for the amount of houses that will fit on this site. Currently traffic to Chipperfield comes up Vicarage Lane. This is already very at breaking point due to only 1 way traffic at the narrowest point. Unless an A41 exit is proposed, this would require a new road through the village to take this and additional traffic that also cut through. This was quashed 20 years ago, and would expect this to be repeated.</p> <p>KL-h2 Rectory Farm: A small amount of housing could be developed on the brown field area (old turkey sheds). Building on the green belt here would link Kings Langley with neighboring Hemel Hempstead. this would change the character of Kings Langley.</p> <p>HH-h3 Shendish: When did this become part of Hemel Hempstead. Its always been part of Kings Langley. Someone has made an error here. It does make this consultation look like it hasn't really been thought out very well. Has anyone from Dacorum actually been there?</p> <p>Shendish has already had its fair share of high density housing as its neighbors..</p>
Include files	
Number	Question 46

ID	LPIO6211
Full Name	Mrs Rebecca Giddings
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Land at Shendish, London Road</p> <p>As a resident of Rucklers Lane, living directly opposite one proposed route into Shendish, I very much object to these developments. This objection is not made from a NIMBY perspective, but as someone who is genuinely concerned by how the country lane that is Rucklers Lane could ever possibly cope with a development of such a scale in such close proximity. Actually, I don't want it to have to cope. The proposed development will turn this usually quiet country lane into a congested, potentially dangerous road, and will force it to have to try and deal with a flow of traffic for which it is quite unprepared. Much of the road is too narrow to cope with more than 1 vehicle passing at any one time. Residents in houses with no provision for parking already struggle to park their cars, and the volume of traffic which gathers at the bottom of the road by the traffic lights during rush hour is already ridiculous. The proposed development will exacerbate these issues x 100, making the road virtually uninhabitable for existing residents.</p> <p>Land to the east of A41 and Wayside Farm, Watford Road</p> <p>One of the reasons I choose to live in Kings Langley is because of its semi-rural feel and strong ties with the farming community. My husband and I are proud to support local farmers such as Charlie Wray by buying their local produce. Not only do we enjoy going to the farm ourselves (be it to buy milk, visit the farm shop, or just to see the calves), but we have greatly enjoyed introducing friends and family, not local to the area to this great asset in our village. We have encouraged others to buy locally where possible, and taught friends' children about where the milk they drink comes from. To think that we could one day be without this, is an utter travesty, and will destroy the ethos of the village and everything it stands for. In a time where the giant supermarkets are making it financially impossible for so many dairy farmers, surely Kings Langley has a duty to help it's own stay in business and not destroy their only livelihood?</p>
Include files	
Number	Question 46
ID	LPIO6240
Full Name	Mr Colin Tate

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Shendish (HH-h3) is part of the Parish of Kings Langley, not Hemel Hempstead. Please refer to my detailed comments in response to Questions 39 to 45 regarding Options 1A, 1B and 1C.
Include files	
Number	Question 46
ID	LPIO6251
Full Name	Mr Andrew Wright
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Building upon HH-h1a, HH-h1b and HH-h2 would engulf Piccotts End, which is currently a conservation area, within green belt and has many listed buildings including those of great historic significance. Shouldn't this be an area worth protecting? Is building round a conservation area necessary? Is building on green belt necessary? Is surrounding an area necessary? Such large developments proposed would bring large numbers of additional vehicles to the area which is already struggling at peak times. This would also increase the noise, air pollution & surface water problems. Therefore, I reject the proposed use of HH-h1a, HH-h1b and HH-h2 for the above reasons.
Include files	
Number	Question 46
ID	LPIO6259
Full Name	Mr Gavin Ivey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Bov-h1, Bov-h2, Bov-h3, bov-h4 all involve significant and material increases to housing in Bovingdon (circa

	25%) with no consideration for the village's infrastructure, schooling, doctors, parking etc. It also contradicts Dacorum's core strategy to minimise impact on Green Belt land (this is obviously a very adverse and widespread destruction of Hertfordshire's natural landscape with a very large number of brownfield sites remaining unused and derelict).
Include files	
Number	Question 46
ID	LPIO6263
Full Name	Mr Graeme 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>KL-h1, KL-h2, and KL-h3, are all ill-advised ideas for expanding a town that will not and cannot support further growth, through; its amenities, transport options, and rural layout.</p> <p>Kings Langley is connected to the M25, but the A4251 is frequently jammed with traffic during peak periods on a daily basis, and whenever the bypass is closed for maintenance, the speed of vehicles moving through the town is reduced to a crawl. Furthermore, many of the side roads can barely cope with the traffic caused on the morning and afternoon school runs, resulting in queues stretching into neighbouring roads, and property damage to people living along the affected roads.</p> <p>The above proposals for expansion would also put increased pressure on the two local schools, which are already at maximum capacity, with little options for growth, especially for Kings Langley Primary School. An increase in population would also require better transport links, and while the town is connected to the M25 and bypass, the railway station is not designed for an increase in usage; trains to London or Milton Keynes are far more spread out than from more well-used stations like Hemel Hempstead or Watford Junction.</p> <p>The three proposed areas for Kings Langley are all centred on greenbelt areas of the village, and while two of them are on the edges of the town, they would all cripple the village in a myriad of ways, not just the transport problems mentioned above. Aesthetically the village prides itself on its rustic charm, and while it has been built up in recent years, the additions made at the Ovaltine site were heavily criticised by some for ruining the village's rural beauty; mainly, the use of yellow bricks and modern design in opposition to the red brick and more rustic appearance of the houses surrounding the site.</p> <p>Furthermore, the proposed sites would also harm the village in more communal ways. Wayside Farm is an active part of the community, producing and selling dairy</p>

	products from one of the country's two Jersey herds; and along with Hill Farm, it is a popular place for people to walk their dogs while enjoying the natural beauty of the fields surrounding the village. On that note, Rectory Farm is also appreciated for its beauty, as those who live on the hill between Common Lane and Coniston Road have spectacular views over the site to the Grand Union Canal.
Include files	
Number	Question 46
ID	LPIO6266
Full Name	Mr Dalton
Company / Organisation	Land and Partners Limited
Position	Project Planner
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Site Reference My-h2 Land at Pickford Road, Markyate</p> <p>This site is supported as suitable, available and achievable well within 5 years. The site is very well contained by hedgerows and is outside of the AONB and Green Belt. A public right of way provides an attractive and safe route to the school and the north of the settlement. This is a highly sustainable location for development with minimal impact upon the landscape.</p> <p>The draft Schedule of Site Appraisals states that “Access can be directly secured from Pickford Road, but this would need to cut across the wildlife site that makes up its frontage.”</p> <p>The grassland to the frontage can be maintained and managed in the long term, funded by the development. If required, any existing grassland in the wildlife site utilised as part of a carefully designed access can be replaced on a 2 for 1 basis with new grassland habitat within the site, as part of a landscape-led design.</p> <p>Please see the attached leaflet explaining the suitability of the site for development in more detail.</p>
Include files	My-h2 Land at Pickford Road, Markyate
Number	Question 46
ID	LPIO6290
Full Name	dr kim goode
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	Recory Farm may support 50 sustainable, low cost dwellings. None on Wayside, Hill farm or Shendish please.
Include files	
Number	Question 46
ID	LPIO6312
Full Name	dr kim goode
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	50 sustainable, low impact houses - affordable (of course) on Rectory Farm or brownfield sites. No building on Greenbelt land
Include files	
Number	Question 46
ID	LPIO6316
Full Name	Steve Pitts
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3: this site is a poor choice all around. It sucks Rucklers Lane into Hemel, reduces the local amenity for those of us that use the footpaths for leisure, has horrible traffic implications - not just the ingress/egress, with neither proposed option sustainable, but also adding to the rush hour (and other busy period) issues on the A4251 between Apsley and Kings Langley, eliminates the only local 18 hole golf course, has environmental impact on the local water systems and will have a visual impact on much of the surrounding area.</p> <p>KL-h3: this one is also an unpleasant prospect destroying one of only two Jersey herds in the county and a business that enables the local community to reduce their food miles considerably whilst also having a negative impact on local amenity because of the loss of pleasant places to walk within walking distance of the village and the visual impact. Additional traffic would also pose a problem as the M25 junction is already clogged up during busy periods.</p>
Include files	
Number	Question 46
ID	LPIO6328

Full Name	Mr Brian Goddard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Development of Be-h4 for any building would be ridiculous. The land contains sink holes which appear every few years (in the time scale of housing I would consider this as a frequent occurrence). At present they are simply filled up by the farmer and only the biggest collapses reach the press. Building here would overload both Shootersway and completely block up access into Northchuch and clog up the already congested A4251.
Include files	
Number	Question 46
ID	LPIO6344
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	I would like to see a more balanced development around to the north and south of Tring, not just to the east.
Include files	
Number	Question 46
ID	LPIO6378
Full Name	Mr James Kinsella
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-h3 Shendish Manor: This is part of Kings Langley. Use of this site would join Kings Langley village with Hemel Hempstead destroying the village feel. Access to the site will cause major traffic problems at either Rucklers Lane or the junction with the A4251. KL-h1 Hill Farm: the development of the site is unsustainable and will cause even worse traffic congestion into the village high street and add to the problems with school traffic.

	<p>KL-h2 Rectory Farm: This risks merging Kings Langley village with Hemel Hempstead. It will lead to increased congestion on local roads. Land by the canal could not be developed due to flood risk. Whilst there may be some potential to develop the existing industrial units on the site any large scale development would significantly increase pressure on local roads and require access via the A4251. The land is also being used by Transition in Kings to encourage local small scale food production. Access to the site remains a major concern.</p> <p>KL-h3 Wayside Farm: this development has the possibility of changing the village into a small town. Such unnecessary large scale development of green belt would destroy the character of the village and badly affect it's infrastructure, as well as losing the valuable asset of Wayside Farm used by many of the community. There is already sufficient office space in Hemel Hempstead that is unused, there is no spare rail capacity currently and it's location would add to the bad problems of road congestion in this area on the M25 (both ways), A41 and A4251 at rush hour time (and increasingly at off peak times).</p>
Include files	
Number	Question 46
ID	LPIO6403
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	<p>As a resident of Kings Langley , all the sites in Kings Langley and Shendish which is part of the Kings Langley parish are not suitable in the eyse of the residents and any other right thinking individual.</p> <p>The "Wayside Farm " development proposal, would get rid of one of the last working Dairy farms in the county and put the farmer out of his business</p>
Include files	
Number	Question 46
ID	LPIO6422
Full Name	Mr Julian Cacchioli
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here

(a) Generally, I challenge the Plan on the simple basis that the proposals will expand Tring to a degree that it will be transformed from a Market Town in a rural setting adjacent to the Chilterns Area of Outstanding Natural Beauty into an overcrowded urban neighbourhood. Specifically, below I propose to criticise, constructively, Plans for Sites Tr-1, Tr-h2 and Tr-h5.

(b) It is accepted in the Analyses that the present infrastructures of Tring (e.g. roads, parking, schools, health services) cannot support these Greenbelt developments and absorb the population growth of thousands. Instead, they will have significant adverse effects.

(c) In practice, the various sites will be linked on the eastern side of the Town to form a single entity in what is now open countryside, destroying the environment, wildlife and habitats, as well as sacrificing the current lifestyle of residents and visitors. Also, and very importantly, the extra pollution will contribute to poorer air quality and climate change.

The pleasant rural entrance to the eastern side of our town is subject to one of the largest proposed developments. The scheme to build warehousing, light industrial units, a large supermarket and petrol station on green belt land would not only impact the whole vista and change the impression of this historic market town beyond, but would also increase to unacceptable levels car, commercial vehicle and heavy lorry traffic causing congestion, unsafe road conditions and pollution. If the proposed level of housing is also allowed on this site, the whole character of Tring would be severely adversely affected. The town is already under pressures with a high street that struggles to cope with traffic load and doctors' surgeries and schools that cannot cope with the numbers they have now. To create the appropriate infrastructure for the proposed increase in population in a historic market town would be extremely difficult and expensive to provide and would undoubtedly be left undone.

And it shouldn't be forgotten that this is a site that has been overwhelmingly rejected for development on a number of previous occasions.

(a) Proposals for this Site and Tr-h1 in Station Road, taken together, will result in building on both sides of Marshcroft Lane. It will cause, both in the short term during construction and in the long term, destruction which far exceeds any benefit from development. To better understand this comment:

(i) the appearance, use and nature of the location, and

(ii) the values of Marshcroft Lane to the Town and its landscape need to be fully recognised.

(b) The Site Assessment says that "primary access would be via Marshcroft Lane." This fails to emphasise that the **only** access is via Grove Road/Marshcroft Lane junction and that Marshcroft Lane is a **cul-de-sac**. This point of access will be entirely impractical and unsafe

as the number of homes and traffic using the Lane would **treble** in density and volume.

(c) Originally part of the ancient Pendley Estate, Marshcroft Lane is a mature, quiet, safe and almost traffic-free cul-de-sac on the very eastern edge of Tring, passing as a narrow lane (shown as a path on older maps) through open countryside. It is attractive in appearance with only thirty well-maintained homes of varying ages and style, some of historical value.

(i) These homes are located in the **first** part of the lane which stretches for c.250 metres from the junction with Grove Road. Within 25m of entering the cul-de-sac, the Lane narrows for 50m and becomes wide enough for a single vehicle only at that point. There is no footpath for this initial 75m of lane, nor space for it practically. There is no scope for widening the road. It follows that extra traffic on this part of the lane would be entirely impractical and cause significant extra pollution with all of the adverse climate change effects.

(ii) In the **second** part, immediately after the last home on each side of the Lane, the roadway narrows again to a path/single vehicle width and for c.750, leads at the width through Greenbelt land to the Chiltern Area of Outstanding Natural Beauty via Marshcroft Bridge. This Bridge, built in 1805 on the Summit of the Grand Union Canal (the highest navigable waterway in England), takes users over the Canal, along canalside walks and on towards the Ridgeway National Trail and beyond. New houses will be visible from the Trail.

(iii) The Lane/path to the Bridge is framed by wide verges of bushes and wild flowers backed with mature trees and hedgerows. All along the hedgerows and the verges, ditches taking excess water from the fields lie on each side. The fields bordering the path are land of Grade 2 (very good/high yield) quality. The entire area is renowned for its valuable wildlife and habitats of various kinds. Building would cause this natural environment to be **destroyed**.

(d) In terms of value to the **Town**, both parts of the lane/path are used extensively for leisure and wellbeing purposes. Residents and visitors, families with children, children going to and from school, dog walkers, ramblers, athletes, joggers, cyclists, horse riders all use it because it is a safe, healthy area set in a beautiful landscape. It is the starting point for social events, competitions and charitable events. Each year the Ridgeway Runs are held along the Lane and the official 'Grand Tour of Tring' route for ramblers recommends Marshcroft Lane as giving the best entry point for enjoying the countryside on this side of the Town.

(e) This Lane and its unique surroundings, set as it is in an ancient Area of Archaeological Significance, is irreplaceable as a benefit to resident of Tring and visitors to the Town. It cannot be right that development along this lane/path causes all of this to be **destroyed**.

(a) As this Site would sit alongside Tr-h2, most of my comments apply to issues for this Site too. In fact, the Appraisal for Station Road is cross-referred to Marshcroft Lane (Heading 8).

	<p>(b) I must however draw attention to Heading 3. To my knowledge, the fields do flood and the property named Ivy Cottage (located close to the canal, and towards the end of Station Road) has suffered from flood water from the fields over many years. That answer should be revisited in detail.</p> <p>(c) My remarks are my answer to Question 46 of the Questionnaire, i.e. my feedback on the analysis of the Site Appraisals generally and for the above Sites in particular. I believe that I have dealt fully with Headings 1, 3, 4, 5, 6, 8, 9, 10, 11 and 13 and the Objectives.</p> <p>Finally, in the light of the above, I charge the Council to reject the current plans and find more appropriate locations, such as the 'new towns'. In doing so, I ask for a new plan that primarily reflects the Council's duty to act in the best interests of the existing residents (not simply potential residents only) in preserving the fabric and the values of its towns and countryside.</p>
Include files	
Number	Question 46
ID	LP106427
Full Name	Miss Lucy Muzio
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 object to building on HH-h1b, as this is prime agricultural land and a working farm which grow crops! It has also been in the family for many years most of the land up there is farm land and they all still farm. Where will the food come from if we keep building over all working farms. Also building over horse stables and public bridlepaths, they are the only public bridlepaths in Hemel for horse riders to go on and avoid the busy roads also many people walk up there and cyclists use the area to get away from the roads. Also there are badger sets in the exact area HH-H1B, and bats, and a nest of red kites it's full wildlife they will all be effected.</p> <p>Plus the landowners have not put this land forward for development why take it away they know nothing else than farming and there is also a working stables up there. There isn't many places to keep horses in Hemel.</p> <p>Please find land better suited other than greenbelt and agricultural farms.</p>
Include files	
Number	Question 46
ID	LP106435
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	<p>All of the green belt development sites in Kings langley are off limits to the vast majority of its residents ,. We are proud of our village and will do what is necessary to stop our village from becoming a Town , only brownfield site are acceptable. The green belt in around our village is beautiful and stops us being joined to Watford or Hemel, Wayside Farm has one of the only dairy farms in the county, and the village supports the Farmer Charlie Wray who has been there over 30 years.</p> <p>Shendish proposed developent is part of the Kings langley parish, and the countryside up there is so beautiful, the views amazing , it would be a crime to even think about destroying it.</p> <p>Roads, sewage and pollution would be unbearable. The ethos and feel of this special historic village should bemaintained for future generations to love....</p>
Include files	
Number	Question 46
ID	LPIO6469
Full Name	Mrs Rachel Macdonald
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Why is all the proposed building to the East of Tring. It should be more evenly spread.
Include files	
Number	Question 46
ID	LPIO6480
Full Name	Mr andrew miller
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3 is part of Kings Langley but has been included in the figures for Hemel Hempstead.</p> <p>KL-H3 provides the much needed green space between the M25/A41 and the Village of Kings Langley.</p>

Include files	
Number	Question 46
ID	LPIO6493
Full Name	Prof Timothy Blinko Blinko
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 46
ID	LPIO6527
Full Name	Mrs Clare Joyce
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Tr-h6. This site acts as a “buffer” to the AONB and protects the visual aspect to and from the AONB. The character of the AONB can only be retained with a “softer” approach and it should not be permitted to be built right up to its designation, This also applies to Tr-h3, Tr-h2 and Tr-h1 and their borders with the AONB and the canal.</p> <p>Green belt acting as a “buffer” has been previously recognised in the local plans and has been used as a reason to reject development of Tr-h6 in the past. I do not see why there should be a change to this policy. Not only should the visual aspect be considered but also the noise and light pollution that would occur from any development adjacent to the canal / AONB.</p> <p>The topography of the sites should also be considered. Tr-h6 slopes sharply upwards from Icknield Way before a gentler incline to the Wendover canal. Housing along Icknield Way would be visually intrusive, creating an urban corridor that would destroy the natural border of the town. Icknield Way is already a busy thoroughfare for the town and would be severely congested with the additional housing here. Additionally the roofline of any housing along the road would be visible from the AONB and housing on the incline down towards the canal would have an enormous impact on the AONB.</p> <p>The developer has suggested a complex on this site consisting of amenities including a marina but this would have a detrimental impact on the natural environment</p>

	<p>and the AONB as well as increasing traffic to / from the Site.</p> <p>A flood risk assessment should also be undertaken to determine the impact of the development on properties the other side of Icknield Way.</p> <p>With perhaps the exception of part of Tr-h5, Tr-h6, Tr-h3, Tr-h2 and Tr-h1, are all poorly served by public transport. Such a development would not be in accordance with Dacorum's vision of sustainability. This needs to be realistically considered (rather than the rosy view that everyone is going to walk / cycle everywhere.)</p> <p>Tr-h6 is also adjacent to a part of Tring that is known as New Mill. It is still referred to by residents as such with a very distinct character. After the loss of the social centre, New Mill residents already feel that its identity is under threat and such a massive development here would finally submerge it's identity completely.</p> <p>My comments restricted to Tring sites does not mean that I necessarily support development in other areas but as a resident of Tring these sites are the ones I'm most familiar with.</p>
Include files	
Number	Question 46
ID	LPIO6531
Full Name	Mrs Valerie Gale
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 3 of the 4 sites which have been offered for housing development in Bovingdon. These are Bov-h2, Bovingdon-h3 and Bov-h4.</p> <p>The two sites Bov-h2 and Bov-h3 along Green Lane would have catastrophic repercussions on the residents of that road. There are approximately 110 houses at present and this number would increase to over 300 if these developmnets took place. The infrastructure could not cope, the traffic movement would be seriously restricted and the drainage and sewerage systems would totally fail. Green Lane is already a problem traffic area as trying to turn out into the High Street or Chipperfield Road can be very difficult at peak times such as rush hour, school start and finish times, Saturdays due to the huge increase of volume of traffic coming to Bovingdon Market and weekends when the Tennis and football clubs have fixtures.</p> <p>Bovingdon Academy is already fully subscribed so there are no school places available for another 200 families in Green Lane alone. We already have to wait for an appointment to see the GP or dentist so an increase in numbers would be potentially dangerous to residents well being.</p>

	<p>Bovingdon village already suffers from pollution due to being a stacking zone for Heathrow airport so an increase in car numbers would increase pollution even more and be a serious hazard to residents.</p> <p>We should not be using Green Belt land for building when many other sites are available in the borough.</p> <p>There are no apparent proposals for in parallel infrastructure improvements.</p>
Include files	
Number	Question 46
ID	LPIO6546
Full Name	Mr Peter Donn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Generally speaking I strongly oppose the green belt land development in Kings Langley. The development of this characterful village would be a betrayal to the many residents who have moved to a quiet village and not a large town. The residents make use of the beautiful countryside around it and it would be immoral indeed to impose such drastic changes. To even make a 10% increase in house numbers in a village would be dramatic. But the % increase for this village being suggested is so large as to make it ridiculous! It is wholesale destruction and without regard to everyone who has made a home here.</p> <p>Other comments are below.</p> <p>Site HH-h3: Shendish is part of the village of Kings Langley. Building on this site would lead to Kings Langley joining up with Hemel, and thus losing its identity as a village. The road through Apsley and Kings Langley (A4251), leading to Junction 20 of the M25 is already very congested, with a difficult "pinch point" in Kings Langley that would destroy the nature of the High Street to rectify. The site is Green Belt land which should not be built on.</p> <p>Site KL-h1: As a resident of Love Lane, I can speak personally that traffic during school pick up and drop off is extremely busy and it can take a long time to drive across the cross roads with Vicarage Lane and Langley Hill. Love Lane is one of the most beautiful and character roads in the village and any development to the road structure to accommodate the traffic would destroy its character. 3 schools are using this road currently and it is already at its maximum capacity during these hours. Standstill traffic would lead to increased toxic environmental environments for the residents situated along the road.</p> <p>Site KL-h2: Rectory Farm hosts a community initiative by Transition in Kings, an organisation of local residents,</p>

	<p>growing organic vegetables for sale at the village market. Local food production is sustainable and limits contributions to climate change. It would be tragic if this was lost.</p> <p>Site KL-h3: development at Wayside Farm would almost double the size of Kings Langley, taking it from being a large village to a small town. The social and historic nature of the village would be destroyed. It would lead to Kings Langley blurring into Watford, with loss of precious Green Belt land and urban sprawl. Wayside farm is an asset to the village, providing a rare Jersey herd, local milk for sale and a farm shop. Local food production is desirable for reasons of sustainability and reduction of greenhouse emissions.</p>
Include files	
Number	Question 46
ID	LPIO6550
Full Name	Mrs Tim Blinko
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I strongly object to proposals to build on the HH-h2, and HH-h1a sites. There has been an assessment carried out by Dacorum which states that these are not recommended for further assessment - they would destroy very precious areas and I agree with these assessments:
Include files	
Number	Question 46
ID	LPIO6554
Full Name	Mr John Foster
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	With regards to green belt land between Bell and Darrs Lane - Berkhamsted's infrastructure cannot cope and would also ruin views from National Trust land at Ashridge. This is also a valuable site for wildlife and agriculture. The Government is supposed to be protecting Green Belt land, not destroy it. The are narrow lanes surrounding this proposed development - with single track lanes with no scope for widening. There is also no infrastructure to support gas and sewage. There

	are areas that would be more suitable and less damaging to the AONB and more practical.
Include files	
Number	Question 46
ID	LPIO6557
Full Name	Mr Steve Day
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Site KL-h3;</p> <p>Consideration has not been given for hospital facilities on a greenfield site, and excluding them from this plan would put us at a disadvantage in the future should the current political or NHS Trust position change.</p> <p>The Herts Valleys Clinical Commissioning Group commissioned a study in 2016 on “West Hertfordshire Hospital Trust Potential Redevelopment”. This recommended part of the KL-h3 site as a preferred location for a more centrally located hospital for West Herts than Vicarage Road, Watford. The health infrastructure provision in Dacorum is not adequate and so part (7.5 to 10 hectares) of this 60-hectare site should be reserved for a potential new acute hospital.</p>
Include files	
Number	Question 46
ID	LPIO6561
Full Name	miss tracy flint
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 Kings Langley Village is chaos everyday already, the high volume of traffic is dangerous and scary especially the school run. More buildings equal more traffic, less parking, less countryside!</p> <p>Our Green Belt is precious, don't take it away.</p>
Include files	
Number	Question 46
ID	LPIO6562
Full Name	Mr Steve Day
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Site HH-h1b;</p> <p>Consideration has not been given for hospital facilities on a greenfield site, and excluding them from this plan would put us at a disadvantage in the future should the current political or NHS Trust position change.</p> <p>The Herts Valleys Clinical Commissioning Group commissioned a study in 2016 on "West Hertfordshire Hospital Trust Potential Redevelopment". This recommended part of the KL-h3 site as a preferred location for a more centrally located hospital for West Herts than Vicarage Road, Watford. The health infrastructure provision in Dacorum is not adequate and so part (7.5 to 10 hectares) of this 60-hectare site should be reserved for a potential new acute hospital.</p> <p>PROVISION SHOULD ALSO BE MADE TO SAFEGUARD SITE HH-H1b TO BE USED FOR THIS PURPOSE</p>
Include files	
Number	Question 46
ID	LP106568
Full Name	Mrs anna silsby
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Bov-h1, Bov-h2 and Bov-h3. These proposed developments will all significantly increase the volume of traffic in the village and especially Green Lane. Green Lane is a residential road with parking and typically cars are parked on one side of the road; leaving a small single lane pass through. Even on a normal weekday this results in congestion. Furthermore Green Lane is prone to flooding. Both at the location near Bovingdon-h4 and at the crossing of Green Lane and the High Street significant flooding has taken place in the last two years. Further development will add to the flooding risks. In addition the local infrastructure in Bovingdon is not able to cope with the flow and volume of traffic (High Street specifically between 730 and 9am; and between 3 and 430pm); the High Street is dangerous to pedestrians crossing, cyclists and children; with at least one record death in the last 12 months. Bovingdon simply cannot cope with the proposed increase in the number of residents from a flooding, physical and social infrastructure point of view.</p>

Include files	
Number	Question 46
ID	LPIO6570
Full Name	Mr Steve Day
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Sites adjacent to those in the north east of Hemel Hempstead should also be considered in conjunction with St Albans District council who start their consultation in jan 2018. A practical pragmatic plan should be considered to ensure that the sites either side of the border that are large enough to support an acute hospital as discussed between Mike Penning and Ann Main should continue and someone possibly the planning inspectorate said that adjacent local councils MUST work together to do this as opposed to working in isolation.</p> <p>The health infrastructure provision in Dacorum is not adequate and so 7.5 to 10 hectares should be safeguarded for a potential new acute hospital. See hertsvalleyshospital.co.uk for our vision.</p>
Include files	
Number	Question 46
ID	LPIO6584
Full Name	Mrs Laura Bainbridge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3: Rucklers Lane is a small yet busy road. It is always packed with cars parked on both sides so any vehicle needs to pull in at infrequent passes or gaps to allow another vehicle to pass travelling in the opposite direction. The potential development at Shendish is frightening as there is minimal potential access to it as it stands. Rucklers will not cope with hundreds of more cars and it will detrimental to all of the local residents. The schools and GP surgeries are bursting so again, they will not cope with more residents even if (and that is a big if) a new school is built,</p>
Include files	
Number	Question 46
ID	LPIO6596

Full Name	Mrs Gemma 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>TR-h1 and TR-h5. Both of these are huge sites where development is proposed. Developments here will completely change the character of the area from one with a rural feel to an urban sprawl emanating from Tring.</p> <p>Station Road is already very busy/noisy and the additional traffic will be extremely detrimental to residents of Tring Station who currently live in a small village. The facilities referred to (such as a supermarket, shop, additional school etc) are netiher needed nor wanted. They might only be an advantage in the context of such large scale development which is equally undesirable and would be far better absorbed by a larger town such as Hemel Hempstead.</p>
Include files	
Number	Question 46
ID	LPIO6608
Full Name	Mrs Jennifer O'Brien
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 is stated that the access point for proposal TR-H2 will be via Marshcroft Lane. However I challenge the suitability and safety of this road as an access point for the following reasons:</p> <p>(a) Although Marshcroft Lane turns into a narrow lane beyond the current housing, this is not a through road, meaning the current use of this road is most comparable to a cul-de-sac. The level of traffic currently using the road is currently very low and only for access to the current level of housing. Introducing 77 more houses will significantly increase the level of traffic - likely to three times the current level (based on 285% increase in housing).</p> <p>(b) Marshcroft Lane can only be accessed by Grove Road. The road at this end has no footpath, a blind corner and at its narrowest point is only 4.17m, meaning that it is not wide enough to accommodate two way traffic and a pavement. I would even question whether it could even accommodate one way traffic and a safe pavement wide enough for a pushchair (according to government website and documentation, single carriageways need to be a min of 3.65m and pavements 1m).</p>

With the increase in traffic it will simply not be safe to access these houses (both current and proposed) on foot without a pavement. The proposed plans give no details on how they plan to change the existing road to accommodate the increased usage nor how they will adhere to the required safety standards. NB the land either side of the road is private residential meaning that widening the road is not an option.

(c) Furthermore the current housing on the south side comes right to the edge of the road. Changing the nature of this road through both development and increased traffic will significantly change the levels of noise and air pollution affecting these properties (as it will to all existing properties in the street). Plus the addition of a pavement on that side (if that is proposed to help counter point (b) above) will dramatically change the privacy offered to those properties as the windows are directly on the roadside.

(d) Cars frequently park on even the narrow parts of Marshcroft Lane. Would the plans include enforcing methods to prevent this to allow for the increased access? This would have the resulting impact of residents who could previously park outside their home, no longer being able to.

(e) As earlier stated, beyond the current housing, Marshcroft Lane becomes very narrow, suitable for only one-way traffic. It is presumed that as part of the plans this road will be widened, which will force the destruction of ancient hedgerows that are important wildlife habitats. There are also several woodland patches along this stretch that will also presumably be destroyed.

(f) As highlighted by other comments regarding this development (TR-H2) and another proposed development (TR-H1), there appears to be a high likelihood that the developments may become adjoining due to such close proximity. This would obviously massively amplify any traffic issues raised by the above points. I would be grateful for some assurance that even if my objection to TR-H2 failed, an access to Marshcroft Lane from TR-H1 (if it goes ahead) would be actively avoided so ensure that Marshcroft Lane was going to be protected from increased traffic on that scale.

As a final note, I was hugely disappointed to learn that such plans are being proposed on green belt land, that was designated as such so that it could be protected. I understand the growing housing need but I find it hard to believe there are not other sites in Decorum that are more suitable and do not entail the degradation of such beautiful and frequently used countryside.

I trust that you will take my concerns seriously and look forward to hearing more about how they will be addressed.

Include files	
Number	Question 46
ID	LPIO6612
Full Name	Mr Alan Horn
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Site Reference: Be-h4 Land between Durrants Lane / Bell Lane</p> <p>This site has a very steep slope, when I was a child, before Westfield Estate was built, it was used for sledging whenever there was decent snow. Very high speeds were achieved. I have seen statements from councillors in recent years that the tree line at the top of the slope was important for the views from the other side of the valley and the tree line should remain. Any development to this site would require additional traffic management of the current traffic levels, which have increased significantly since the introduction of traffic lights at both Durrants Lane/A4251 and Kings Road/Shootersway/Kingshill Way junctions.</p> <p>Site Reference: Be-h4 Land between Bell Lane / Darr's Lane</p> <p>The statement "However, the site is located relatively close to a number of local shops (in Northchurch) which could help to reduce these effects." when referring to development of the site would increase emissions from car use, is a real exaggeration. The local shop already attracts a great deal of customers driving cars, and I can't see anyone living on this site walking down and then back up the hill except for a few days in summer.</p> <p>The statement "Additional traffic created by the development at this site could add to existing problems in the AQMA at Northchurch" is an understatement, it will add to the problems.</p>
Include files	
Number	Question 46
ID	LP106616
Full Name	mrs susan dobinson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>BELL/DARR'S LANE</p> <ul style="list-style-type: none"> Dacorum's own Consultant has made recommendations * against the proposed development, stating that Green Belt status should be retained: this raises concerns about appropriate use of evidence and the transparency and integrity of council activity, attitude and behaviours. * Ref: December 2016, Arup Consulting, on behalf of Dacorum, <i>Green Belt Review Stage 2</i>

- All these options require some loss of Green Belt; this runs counter to long-standing government policy ** to protect Green Belt land and, avoid harm to the Chilterns Area of Natural Beauty. ** Ref: *National Planning Policy Framework: para.86*
- these are rural, single-track lanes with no scope for widening meaning that adjacent roads would be used for access
- access would need to be by Shootersway and Durrants Lane which already has significant peak-time traffic queues
- the Dacorum plan also includes a further 250 houses on Shootersway, further exacerbating the traffic problem as multi-user families, steep hills and distance to the town amenities, including the station make car usage inevitable
- currently no mains gas/sewage site infrastructure and no Herts CC plans in place at this time
- Grim's Ditch is a site of archaeological significance - late Bronze Age to Iron Age
- sink holes along Bell Lane field edge would present significant, serious subsidence risks
- this site provides hedgerow and field habitat for endangered and protected species: larks, bats and tawny owls and there are significant potential risks to these species by: loss or damage of breeding sites or resting places; loss or damage of foraging habitat; loss of habitat connectivity; injury or killing of individual animals during construction
- It is unclear how much attention has been paid to the Hertfordshire Biodiversity Action Plan; the Conservation of Habitats and Species Regulations 2010; the Wildlife and Countryside Act 1981

BERKHAMSTED

- Infrastructure inadequate: insufficient school places - particularly secondary; trains into London always full; parking insufficient; significant traffic congestion; insufficient access to GPs and other clinics; distance to emergency hospital services; poor water pressure; significant number of smaller roads bearing weight of traffic entering/exiting local roads and motorways; greater employment opportunities in Hemel Hempstead

GENERAL

- SA/SEA understates the effect that building approx 11k new homes in Dacorum would have on the environment: directly through loss of green space and good agricultural land/woodland plus increase in population and therefore traffic.
- Dacorum roads already struggling to cope, with main arterial roads M1, M25 often at a standstill
- Much of the area is serviced by smaller A roads and country lanes; not designed to cope with heavy traffic.
- Sink holes and narrow, poorly-lit lanes mean the proposed development site is impractical
- No indication/evidence of safe walking/cycling routes being created. People will inevitably use

	<p>their cars to travel and with a conservative estimate of 2 per household, that's 22k extra vehicles.</p> <ul style="list-style-type: none"> • Greenbelt sites are being considered when there are a significant number of brown belt sites or sites around Hemel that already have the necessary infrastructure in place. Examples: field opposite Gadebridge Park with existing housing and flats; Warners End - various large green open spaces amongst dense housing and a secondary school • I am unaware of the existence of evidence that the Dacorum area actually needs the high number of houses listed in the three options. • It is not only Option 3 that will impact adversely on existing residents, water quality, soil, infrastructure, environment, air pollution, climate change, and schools. All of the options for additional housing in Dacorum will adversely affect an already overloaded road and rail network.
Include files	
Number	Question 46
ID	LP106619
Full Name	Mrs Tim Blinko
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 totally opposed to the building plans surrounding Piccotts End, namely: HH-h2, HH-h1a, and HH1b which would effectively end the village and conservation area making Piccotts End part of the wider conurbation of Hemel Hempstead. against all previous planning decisions and directives.</p> <p>The initial assessment in the Local Plan documentation created by Dacorum was not to recommend these sites for further consideration. They have various protected designations and are visually beautiful.</p> <p>They are also green belt and open. There is no need to build this excessive number of homes - the original government figure is sufficient.</p>
Include files	
Number	Question 46
ID	LP106620
Full Name	Mrs Jennifer O'Brien
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 is stated that the access point for proposal TR-H2 will be via Marshcroft Lane. However I challenge the suitability and safety of this road as an access point for the following reasons:</p> <p>(a) Although Marshcroft Lane turns into a narrow lane beyond the current housing, this is not a through road, meaning the current use of this road is most comparable to a cul-de-sac. The level of traffic currently using the road is currently very low and only for access to the current level of housing. Introducing 77 more houses will significantly increase the level of traffic - likely to three times the current level (based on 285% increase in housing).</p> <p>(b) Marshcroft Lane can only be accessed by Grove Road. The road at this end has no footpath, a blind corner and at its narrowest point is only 4.17m, meaning that it is not wide enough to accommodate two way traffic and a pavement. I would even question whether it could even accommodate one way traffic and a safe pavement wide enough for a pushchair (according to government website and documentation, single carriageways need to be a min of 3.65m and pavements 1m).</p> <p>With the increase in traffic it will simply not be safe to access these houses (both current and proposed) on foot without a pavement. The proposed plans give no details on how they plan to change the existing road to accommodate the increased usage nor how they will adhere to the required safety standards. NB the land either side of the road is private residential meaning that widening the road is not an option.</p> <p>(c) Furthermore the current housing on the south side comes right to the edge of the road. Changing the nature of this road through both development and increased traffic will significantly change the levels of noise and air pollution affecting these properties (as it will to all existing properties in the street). Plus the addition of a pavement on that side (if that is proposed to help counter point (b) above) will dramatically change the privacy offered to those properties as the windows are directly on the roadside.</p> <p>(d) Cars frequently park on even the narrow parts of Marshcroft Lane. Would the plans include enforcing methods to prevent this to allow for the increased access? This would have the resulting impact of residents who could previously park outside their home, no longer being able to.</p> <p>(e) As earlier stated, beyond the current housing, Marshcroft Lane becomes very narrow, suitable for only one-way traffic. It is presumed that as part of the plans this road will be widened, which will force the destruction of ancient hedgerows that are important wildlife habitats. There are also several woodland patches along this stretch that will also presumably be destroyed.</p> <p>(f) As highlighted by other comments regarding this development (TR-H2) and another proposed</p>

	<p>development (TR-H1), there appears to be a high likelihood that the developments may become adjoining due to such close proximity. This would obviously massively amplify any traffic issues raised by the above points. I would be grateful for some assurance that even if my objection to TR-H2 failed, an access to Marshcroft Lane from TR-H1 (if it goes ahead) would be actively avoided so ensure that Marshcroft Lane was going to be protected from increased traffic on that scale.</p> <p>As a final note, I was hugely disappointed to learn that such plans are being proposed on green belt land, that was designated as such so that it could be protected. I understand the growing housing need but I find it hard to believe there are not other sites in Decorum that are more suitable and do not entail the degradation of such beautiful and frequently used countryside.</p> <p>I trust that you will take my concerns seriously and look forward to hearing more about how they will be addressed.</p>
Include files	
Number	Question 46
ID	LP106629
Full Name	MR Lee Janaway
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Sadly Kings Langley and the surrounding areas do not have the Infrastructure to support the proposed development in the area and this will have a devastating impact on the local community. Examples of this includes</p> <ul style="list-style-type: none"> <input type="checkbox"/> The roads and traffic are already grid lock in rush hour, especially in the approach to the M25. More cars will not only increase the traffic, but mean access to the nearest A&E at Watford General Hospital would be compromised and potentially cost lives. The increase in cars will also have an impact on the environment and the local countryside will be exposed to poor air quality from the higher emissions levels <input type="checkbox"/> The train station is already over crowded for commuters <input type="checkbox"/> Local children cannot currently access the primary school and health services are also overstretched <input type="checkbox"/> New housing on the above sites will destroy the character of Kings Langley as a village <input type="checkbox"/> Wayside Farm has done so much in opening up to the community through offering local produce, generating children's interest and offering easy access to the wonderful local countryside
Include files	

Number	Question 46
ID	LPIO6630
Full Name	Mrs Helen Lehrle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Land to the east of A41 and Wayside Farm, Watford Road is an existing working farm, there are only a few, this is a great asset to the village, the plan to put an industrial estate there when there is already a site opposite that has been developed, nearby we have lost of industrial units empty. This is not enhancing the village and already a very busy part of the village.
Include files	
Number	Question 46
ID	LPIO6643
Full Name	Ms Tara Potier
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 opposed to building on greenfield sites. They are integral to maintaining Kings Langley as a village, with a huge amount of character and charm. By expanding the residential and commercial properties in Kings Langley so suddenly will be detrimental to Kings Langley as a village. It will not longer be a village and coalescence with Hemel Hempstead is an inevitability.</p> <p>Building on brownfield sites seems a reasonable option and one which i do not feel has been given proper consideration. There are empty offices within the borough, some in North Kings Langley/Apsely that should be utilised as an alternative. There are brownfield sites within the borough that could offer a reasonable incarese in housing that would be detrimental and irretrievably affect the village of Kings Langley. These should be considered as a priority.</p> <p>To build on Wayside Farm, which is a successful working farm is unacceptable. This farm is integral to life in the community, providing local produce for residents. In addition it is unacceptable to actively seek to take working people's livelihoods and their homes from them. There has to be a better alternative.</p> <p>For those of us that live in the village and commute on both road and rails, there is a very real concern for the infrastructure collapsing with an increase in residents in</p>

	the area. These ammentities already struggle to accommodate the residents as it is. The concern to residents health is also a consideration. Our local hospitals, are at breaking point, which is a reflection of the NHS as a whole, but a sudden increase in residents will also need to be accommodated. I can see no reflection of this in the proposed plans.
Include files	
Number	Question 46
ID	LPIO6650
Full Name	Ms C Oxer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>KL-h1</p> <p>Land at Hill Farm, between Chipperfield Road & Kings Langley school.</p> <p>The proposed access to this site from Love Lane is very narrow and in close proximity to KL school. It is already dangerous, with children walking across the roads assuming right-of-way over cars. Access close to the school for a significant number of new houses would make this more dangerous.</p> <p>The roads leading to the High Street from Chipperfield Road regularly get blocked solid at rush hour and cannot cope with any further increase in traffic volumes.</p> <p>The site is described as level-access to the centre of the village - this is incorrect - it is up a long steep hill, and any development of homes for the elderly or infirm in this location would leave many of them unable to walk to the village shops.</p>
Include files	
Number	Question 46
ID	LPIO6653
Full Name	Ms C Oxer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>KL-h3</p> <p>Land at Wayside Farm.</p>

	<p>Wayside Farm is an integral part of the village. In these times of so many dairy farms having gone to the wall, the fact that we have an operating dairy farm as part of our community is a rare thing to be treasured & supported. It would make a significant detrimental change to the village to lose the farm, as a local source of produce as well as part of the community.</p> <p>Wayside Farm is also a valuable part of accessible green belt, with various footpaths affording walks through arable & grazing land. It is also a significant part of the attractive country view from the other side of the valley, at Abbots Langley.</p>
Include files	
Number	Question 46
ID	LP106675
Full Name	Mrs Victoria Janaway
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside farm is a 127 acre community farm, farmed by Charlie Wray since 1980. The farm is situated on the outskirts of Kings Langley village and separates the village from the M25 and A41. This not only supports Charlie and his family's livelihood, but provides a valuable place of both community, cultural and historical significance as outlined below and development to the land around Wayside Farm would have a significantly detrimental impact on both the character of the village and the quality of life based on the impact to the infrastructure, and healthcare and educational provisions. Coalescence with Hemel Hempsted would be the death of the village.</p> <p>Development should be focused on areas whether there development can be in a more sustainable location, where the infrastructure can cope and the community would not be decimated.</p> <p>The Green Belt amenities at Wayside Farm are irreplaceable:</p> <ul style="list-style-type: none"> • Wayside Farm offers a valued landscape to village residents • It has one of only two Jersey cow herds left in Hertfordshire, which yield high quality Raw Milk for local residents and visitors from around the M25 • It offers educational visits to local schools to learn about the processes of milk production and animal husbandry • It offers open fields and pathways within easy reach of Kings Langley for walkers, joggers and dog-owners to access. <p>Other issues</p>

	<p>Wayside farm has historical significance. The top of the farm near to Rudolph Steiner School was once the location of Queen Eleanor's 13th century Palace.</p> <ul style="list-style-type: none"> Scheduled ancient monuments are located on Wayside farm between the A4251 and the canal and these need to be protected. Under National Planning Policy Framework 2012 (NPPF) rights of way need to be protected. Wayside Farm has rights of way which are popular with ramblers, and dog walkers. These rights of way are not mentioned in the Dacorum Local Plan, which is misleading. Vehicle access from Wayside Farm during peak hours would be extremely difficult and time-consuming due to the considerable traffic tailbacks on the A41 and A4251 which already exist at peak times. There is a lack of justification for building additional office space in Dacorum due to so many offices already being empty or not fully occupied as well as land designated for employment purposes on established commercial areas such as Maylands Avenue in Hemel Hempstead. Wayside Farm should not be considered for development. Enterprise House, situated between Kings Langley station and M25, was recently converted to flats. There is not adequate demand for offices in Kings Langley village to warrant further office development and therefore housing development in the village is not required either.
Include files	
Number	Question 46
ID	LPIO6676
Full Name	Mrs Helen Lehrle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>All the sites that are being looked at have poor ways on entrance and potentially cause traffic issues as already the road is packed at certain times.</p> <p>I would like to express these are the following identified places are not suitable for building on as the impact on the local community will be detrimental. The street view will be impacted on and also spoil the village feel. there is a community in these villages and in effect will make Kings Langley a very large village which will then become a town, joining Hemel to Watford.</p> <p>Bov-h1 Land at Grange Farm, Green Lane Bov-h2 Land south east of Homefield</p>

	<p>Bov-h3 Land r/o Green Lane / Louise Walk</p> <p>Bov-h4 Land at Duckhall Farm, Newhouse Road</p> <p>KL-h1 Land at Hill Farm, Love Lane</p> <p>KL-h2 Land at Rectory Farm, Hempstead Road</p> <p>KL-h3 Land to the east of A41 and Wayside Farm, Watford Road</p>
Include files	
Number	Question 46
ID	LPIO6695
Full Name	Mr Andrew Bainbridge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Option 3 is scandalous. It is totally inappropriate in terms of scale and in terms of the suggested locations.</p> <p>The existing infrastructure and the local amenities would not be able to support this proposal, even with a significant amount of investment.</p> <p>Shendish is an area of local beauty that is use by many residents and their families. Building yet more houses on this land would have a significant detrimental effect for the local community.</p> <p>There are no access roads to Shendish and building one via Rucklers Lane would be a disaster as Rucklers Lane is a residential road that is already unable to cater for the traffic that passes through it.</p> <p>Any major development on Shendish would overlook the houses on Rucklers Lane and Arnos Rise, and have a material impact on the quality of life of the residents in terms of traffic, congestion, parking and privacy. Furthermore, the wider community would suffer due to the local scarce and already schools, dentists, doctors etc having to pick up the strain.</p>
Include files	
Number	Question 46
ID	LPIO6728
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>None of the factors that counted against developments at South Berkhamsted, Haslams Field , Ivy House Lane etc. have changed since 2012. Proposals for access remain completely impractical..</p> <p>The sites proposed for Berkhamsted have no chance of meeting sustainability targets.</p> <p>Most of them are on ridgetops, some distance away from the town centre, the railway station and employment opportunities, meaning that car use, congestion and pollution will all increase significantly. There would be little opportunity for 'community vibrancy and vitality' as most families would be too far from the town centre to participate in community activities without extensive car use.</p> <p>Walking and cycling are not feasible due to distances and gradients involved and public transport, which is not within DBC's control, has been shown to be not economically viable.</p> <p>The overall impression is that the plan plays into the hands of large developers who have little interest in either communities or the long-term sustainability of their projects.</p>
Include files	
Number	Question 46
ID	LP106757
Full Name	Janet Pitts
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3 - Shendish. This site is within the Kings Langley Parish boundary and as such should be included with other sites around Kings Langley village. I object to development on this site as it is Green Belt and separates the town of Hemel Hempstead from the village of Kings Langley - exactly the purpose of Green Belt designated land. Kings Langley has its own distinctive character and community and should remain a separate entity. I have concerns with regard to run off should this land be developed as Rucklers Lane already becomes flooded after heavy rainfall and this also causes difficulty negotiating the junction with the A4251 as the water collects there. Development of this site will put more pressure on the highways which are already congested, especially at peak times and through both Apsley and Kings Langley. This will inevitably increase levels of pollution locally. In addition access to the site is restricted and a proposed new access road on to Rucklers Lane</p>

	<p>is unviable in my opinion as the lane is narrow and problems already exist with entry and exit at the junction with the A4251 and with access up and down the lane for emergency vehicles.</p> <p>KL-h1 - Hill Farm. I object to development of this site as it is Green Belt, designated as such in order to prevent coalescence with neighbouring settlements. Access to this site is on Love Lane which at school pick up and drop off times is extremely congested and this development would certainly make the congestion worse. Hill Farm is also some distance away from the village centre and the shops/library/GP surgeries etc. to be found there.</p> <p>KL-h2 - Rectory Farm. I object to the development of this site as it is Green Belt, preventing coalescence with Hemel Hempstead. Development of this site would add more vehicles to the already congested local roads which in turn would lead to an increase in pollution levels. This land also forms part of the floodplain and building here would increase the threat of flooding during periods of heavy rainfall.</p> <p>KL-h3 - Wayside Farm. I object to the development of this land as it is Green Belt, designated as such to prevent coalescence of the village of Kings Langley with the town of Watford. This farm is a viable dairy farm of which there are few remaining in the county. It plays a significant role in the character of the village and is important in Kings Langley continuing to have a rural feel. Milk is sold at the farm gate and there is a farm shop on site giving residents the opportunity of reducing their 'food miles' and allowing the children of the village to understand how their food is produced. Development of this site would inevitably increase congestion on the already overcrowded local road network and especially at the M24/A41/A4251 junction where there are already long queues. The proposed building here would overwhelm the village (almost doubling its size) thus changing the distinctive character of this vibrant community.</p>
Include files	
Number	Question 46
ID	LPIO6790
Full Name	Miss Giulietta Cinque
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 second all these well made comments from another commentator</p> <p>HH-h3 Shendish - This is unsuitable for development as it is on Green Belt land, it would be a loss of amenity and it helps to prevent coalescence between Kings Langley and Apsley/Hemel Hempstead.</p>

	<p>KL-h1 Hill Farm - This is unsuitable for development as it is on Green Belt land with very poor access onto Love Lane. It is away from the village centre and accessed by minor lanes.</p> <p>KL-h2 Rectory Farm:- This is unsuitable for development as it is on Green Belt land and prevents coalescence between Kings Langley and Apsley/Hemel Hempstead. This proposal was removed from the then Local Plan nearly 20 years ago owing to a change in the democratic control of the Borough Council, and an electoral promise to prevent the threat of coalescence between the village and Hemel Hempstead.</p> <p>KL-h3 Wayside Farm:- This is unsuitable for development as it is on Green Belt land and it is a successful dairy farm, much loved by villagers and providing a useful service selling local food in its Farm Shop.</p> <p>I am opposed to all of the above proposals to develop Green Belt areas in Kings Langley, including the Shendish site, which is in Kings Langley and not Hemel Hempstead. The Green belt prevents coalescence and is essential for the environment, providing enjoyment for all, such as walking in beautiful countryside and opportunities for wildlife.</p> <p>New housing will also put additional pressure on already struggling local services including schools, hospitals and doctors. The road network cannot cope with the existing traffic, often coming to a standstill, and additional traffic will bring even more congestion along with noise and air pollution. None of these proposals are sustainable.</p>
Include files	
Number	Question 46
ID	LPIO6793
Full Name	Mrs Amy Harman
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 site be-h1 would be the most appropriate being capable of supplying a large amount of housing, being close to road networks and the ability to provide other infrastructure like schools etc.</p> <p>No other site can do this.</p> <p>site at Be-h4 is set in a semi-rural location where infrastructure is to capacity. The road network is struggling and accidents occur regularly as the increased traffic hammers around these roads. This site might provide housing but it cannot offer the other services needed and would pit considerable strain on the Northchurch end of town which does not have the facilities Berkhamsted does. There is no way to improve roads in this locatio. The existing traffic measures at</p>

	<p>kings road and shooterway junction have only eased a little the problems in this area. More housing off shootersway would bring traffic to a standstill.. hopefully traffic studies will show this.</p> <p>build on a site where the existing networks can be utilised like south Berkhamsted</p>
Include files	
Number	Question 46
ID	LPIO6807
Full Name	Mr Geoff Latham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The development of the sites should be considered with other land to provide links between Box Lane, Chesham Road and Chipperfield Road to divert road traffic around the existing settlement and remove through traffic from the High Street.
Include files	
Number	Question 46
ID	LPIO6849
Full Name	mrs gillian marin
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 accept that houses need to be built. I'm against large scale developments of anywhere and certainly on greenbelt.</p> <p>KLh3 is a working diary farm and an integral part of kings langley village. No development of this land, which is tax payer owned, should take place.</p> <p>HH-h3 is actually part of kings langley, not hemel and should not be extensively built upon as it would merge HH and KL. 20 houses would be fine.</p> <p>Be h5 is a ridiculous suggestion due to access alone.</p>
Include files	
Number	Question 46
ID	LPIO6854
Full Name	Mr Alan Garner

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Concerning the potential Tring sites:</p> <p>Trh 5 Dunsley Farm. This is effectively the gateway to Tring as one enters from the A41, and it perfectly characterises it as a rural market town. Whilst there may be scope for some sensitive commercial development here, it would be a terrible loss were this prime green-belt farmland to be lost under a housing estate. It has also been already saved once from ill-considered development- we should not have to repeat the arguments.</p> <p>Trh 1, land N of Station Rd: this wooded corridor from the eastern edge of Tring also proclaims this is a rural place. The land here is a valuable arable resource and again is prime green belt. It is prone to flooding and I understand that the absorption characteristics of the soil make this difficult to remedy - not ideal for housing. The area is heavily used for recreation, with a network of paths and byways, all gratefully used by locals and visitors who treasure the peaceful and rural character of this place. The prospect of several hundred houses here with the associated increased traffic flows would also place impossible strain on the roads, especially linking up to the A41 along Cow Lane, which already suffers from inappropriate traffic levels. The clear boundary of the town is something which we should be wary of losing.</p>
Include files	
Number	Question 46
ID	LPIO6889
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	<p>It is hard to see how this consultation is going to be valid when there is a current call for sites and the results of that will not be known before this consultation closes.</p> <p>It is also clear in general that the consultation is so hugely onerous that it has deterred all but apparently 100 or so people from making comments, which hardly makes it representative.</p> <p>It is unclear whether sites from the SHLAA 2016 call are being considered or not if not listed above - for example WA/8 in particular which would be very detrimental to</p>

	my home and others were it to be developed opportunistically within the purview of a selected small village in the green belt and adjacent to an AONB. This particularly given the problems with access over a privately owned carpark, with sewerage capacity challenges already present and footpath rights of way in place. This is just an example of how green belt protection and due consideration of infrastructure is so important to preserve the nature and character of Dacorum - the reason people choose to live here.
Include files	
Number	Question 46
ID	LPIO6917
Full Name	Bradford Gunn
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 state your opinion here</p> <p>Bovingdon Village</p> <p>BOV-h2 and BOV-h3 are unsuitable for development. The sites are Green Belt agricultural land and are only accessible from Homefield and Louise Walk which are narrow side roads that feed on to Green Lane.</p> <p>Neither site is easily accessible from the Hempstead / Chesham or Chipperfield Roads.</p> <p>Green Lane is a residential road which for long stretches is a single lane due to on street parking by local residents and people who either shop or work on Bovingdon High Street. It is a popular, busy cut through commonly used to avoid all the traffic congestion on the High Street. The lane struggles to cope with the existing traffic let alone the 380 cars that would be added if the proposed sites are built. There is no proposed solution to cope with the increased traffic other than a 'No Right Turn' sign where Louise Walk enters Green Lane. As highlighted previously the site is already prone to flooding and this risk could easily be increased by the proposed development of the 2 sites.</p> <p>BOV-h1 & BOV-h4 are greenbelt sites. As highlighted throughout my submission Bovingdon's infrastructure (medical, educational, community services combined, traffic, parking) is at capacity/breaking point and cannot handle existing demands let alone the proposed 190 new homes, 475 new residents and 380 or more additional vehicles. New development can only be considered if these infrastructure problems are addressed.</p>
Include files	
Number	Question 46
ID	LPIO6923

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	<p>KL-h1 Hill Farm - Green Belt land and shouldn't be built upon. Access and exit an issue as minor and major roads already overloaded. I note that the site appraisal report indicates that 75 homes are projected to be constructed on this site within the next few years.</p> <p>I have to ask myself if this is a "done deal" with the developer thus making a mockery of the consultation and planning process.</p> <p>The Shendish site is part of the Kings Langley Parish and not part of Hemel Hempstead. It is valuable greenbelt land for use by the local community.</p> <p>Wayside Farm is also greenbelt land and must be protected from any development.</p>
Include files	
Number	Question 46
ID	LPIO6930
Full Name	Mr Simon Toon
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Site Be-h5 - Land at Lockfield, New Road, Northchurch</u></p> <p>In evaluating the viability of this site you addressed a number of SA Objectives.</p> <p><u>1. 'Biodiversity'</u></p> <p>which you define as:</p> <p><i>Would development of the site:</i></p> <ul style="list-style-type: none"> • <i>provide opportunities for enhancement of biodiversity or biodiversity gain?</i> • <i>avoid fragmentation & improve connectivity, for example through the provision of wildlife corridors and buffer areas?</i> • <i>contribute to a wider green infrastructure strategy, for example through the provision of green walls and roofs?</i> • <i>protect woodlands, hedgerows, trees and watercourses?</i> <p>Your assessment in this aspect is that developing this site would have a 'a negative effect which is not</p>

significant'. I would argue that the negative effect will in fact be significant.

Rather than provide wildlife corridors and buffer areas, this development will take one away, which is currently situated between the canal and the railway. The trees, hedgerows and other natural habitat for wildlife will disappear, not be protected and as the site is so close to the canal there may be contamination of the watercourse too. The assessments states that any negative impact will be negligible, I completely disagree as outlined above.

4. Climate Change

In this category you're focusing on factors including:

- *Is the site of sufficient size to act as an exemplar of sustainable development?*
- *Does the site location encourage sustainable modes of travel?*
- *Is the site located within reasonable walking distance of public transport?*

10. Health & wellbeing

This one includes questions such as:

- *provide opportunities to extend or improve the cycle/footpath network?*
- *minimise noise and odour pollution, particularly in residential areas*
- *take health and access issues into account in new developments*

You rated this one as "some positive and some negative effects, none of which are significant", but you haven't taken into consideration the fact that this development would place 60 additional families in New Road, above the single-file bridge which already suffers from traffic queuing during busy commuting/school run times. Any cars emerging from the new development will struggle to exit onto New Road in either direction, and make the queuing even longer. If the residents choose to walk or cycle they will be exposed to the fumes of the queuing cars. Maybe you think these issues can be addressed by widening the bridge... but the single-file bridge has been officially assessed as being unfit for widening.

Include files	
Number	Question 46
ID	LPIO6932
Full Name	Ms Cheryl Hall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	There is a difference between housing 'want' and housing 'need.'

	<p>Developers must be rubbing their hands with glee at the idea of getting to build on prime Hertfordshire Green Belt. YOU CAN'T LET THIS HAPPEN!</p> <p>Please stand up for your residents and say that quality of life and environment are more important than developers getting rich. If our local council won't stand up for us then who will?</p> <p>The infrastructure around Kings Langley cannot cope with more housing. It is already suffering from more housing being build in neighbouring Three Rivers Council.</p> <p>Protect the greenbelt around KINGS Langley, historic royal village.</p>
Include files	
Number	Question 46
ID	LP106933
Full Name	Helen Cole
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Why are you only looking at sites that developers consider they can make the most profit from? The council and residents should decide, not the developers.
Include files	
Number	Question 46
ID	LP106943
Full Name	Mr J Elphinstone
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Be-h1</p> <p>The proposals are remote from the town centre and will increase traffic in the town centre and on adjacent roads and Routes through the town including Shootersway. It will also have a detrimental impact on the quality of the rural environment which includes many mature trees and hedgerows. The Bearroc Park development together with the associated Playing Fields has already seen the destruction of part of a mature rural environment and that should not be allowed to happen upon any of the parcels in this proposal. The land at the rear of BFI / Hanburys should be reserved for use as a burial ground or possibly used to provide access to the Haslam field site but not for development. The Ashlyns farm part of</p>

the site would best be reserved to enable the extension of Ashlyns school and Thomas Coram which will be required as the population of the town increases. Other developed land in this locality should be reserved for relocation of non-conforming uses (i.e. industrial and commercial traffic generating uses) from within the town.

Be-h2

Redevelopment of Haslam field would further add to the enormous pressure on roads and infrastructure in the town, in particular the traffic generated would undermine the quiet residential character of Shootersway if access is allowed there, and creates further pressure on the Shootersway Durrants Lane rat run.

The location of the site so close to the A41 bypass would make any wildlife sanctuary or amenity land of dubious value. If the council chooses to include this site in its development plans part of any section 106 or other agreement must include the provision for further traffic calming and other highway measures to dissuade through traffic from using Shootersway. Furthermore, The landowner should be required to reach agreement with adjoining landowners to provide vehicle access direct on to Kingshill way in order to avoid further congestion on Shootersway. Under no circumstances should there be any direct vehicle access onto Dennys Lane or Shootersway. Adjoining landowners are seeking development of their own sites and this should therefore not be a major obstacle although the impact on local roads and schools and amenities will be substantial.

Be-h6

Development of the land adjacent to Blegberry Gardens will have a significant impact on views from footpaths to the south of the A41 bypass and the eyesore that is Blegberry Gardens will be multiplied many times. It is disappointing to note that this has not been given any consideration by the council's consultants however they probably never walked that far. It was also great disappointment when the council failed to take this into consideration when Blegberry Gardens was developed. The field has a very exposed location and any development would be highly visible and destroy the rural feel of the environment immediate to the south of the bypass. The council's insistence that the A41 bypass represents a defensible boundary for development is blind to the impact that development has on the rural nature of adjoining land. Considering the matter purely from a policy perspective as a line on a map fails to take into account the practical issue of amenity - with negative consequences for residents greatly value the environment in which they live.

Be-h4

This site comprises two very different plots of land which should be considered separately. The plot between Durrants Lane and Bell Lane although on a sloping site would make a natural and easy addition to the Urban boundary. It is well placed for the neighbourhood centre of Northchurch and the local convenience store on Westfield Road. However the mature trees on the north

western boundary on Bell Lane should be the subject of tree preservation orders. The council has expressed concern over the impact on views over the valley from Ashridge etc however, to prevent modest expansion of the urban fringe at the expense of the rural environment elsewhere achieves nothing and is detrimental to the environment when new development is forced to take place further from the traditional centres of Northchurch and Berkhamsted. The access to the site should be from Durrants Lane and Bell Lane and if at all possible from Westfield Road also in order to spread the impact of traffic. It is also very important that good pedestrian links to Westfield Road and the Northchurch shops be provided from the furthest extremities at the side to encourage pedestrian traffic to local shopping facilities. The site should also be used to secure funding for the completion of the link road .

The site between Bell Lane and Darrs Lane would have a very significant impact on traffic levels on Bell Lane, Darrs Lane, Durrants Lane, Shootersway etc and particularly in Northchurch High Street. Whilst Darrs Lane is in need of improvement Bell Lane remains a traditional rural single track road with soft Verges and until relatively recently grass growing in the middle of the road. It has significant amenity value in this way. It has connections with field footpaths which are well used by local residents and dog walkers. The scale of the development envisaged by the proposal would be severely out of character to the neighbourhood and would negatively impact on local infrastructure including water pressure which despite substantial water main replacement works is very poor on Shootersway and Durrants Lane at present. Development at hilltop locations inevitably leads to more car use for shopping and the facilities on Northchurch High Street and Berkhamsted town centre are frequently overstretched.

Development of the hilltop site is also likely to have an adverse impact on wildlife populations. Traffic from the site would end up using Shootersway to get to Berkhamsted town centre and this would lead to further congestion at the Shootersway Kingshill way Junction and further pressure on Cross Oak Road and Durrants Lane with a corresponding negative impact on amenity, environment and air quality in those locations. The loss of productive farmland should also be considered, this particular field has always been one of the most productive and unlike many locally is a good size for modern farm machinery. Provision of further housing without adding to local schools capacity is also a major issue and the school sites in the immediate vicinity, Westfield school and St Marys Northchurch are landlocked and further development may prove difficult. There is mention in the site assessment of the possibility to create linkages across land to the Hospice, why the loss of a piece of green belt this size is required in order to achieve that is unexplained by the site assessment nor is the value of such pedestrian access examined which makes it rather suspect. The Hospice, which is beyond reasonable walking distance from most local amenities is already well served in terms of road access,

	the mention of it in relation to this proposed development site makes the proposal of even more dubious quality.
Include files	
Number	Question 46
ID	LPIO6964
Full Name	Mr Graham 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 object to the proposals that will expand Tring to a degree that it will be transformed from a Market Town in a rural setting adjacent to the Chilterns Area of Outstanding Natural Beauty into an overcrowded urban neighbourhood. Any major expansion would be problematic in education provision even if a new infant/junior school was built.</p> <p>In particular:</p> <p>Tr-h6 is in an area to the North of the Ikniel Way. That road is a dividing line between the town of Tring and the countryside towards Wilstone etc. Any breach of that line would represent a major encroachment onto countryside having an important visual aspect of the reservoirs and the nature walks/recreation around that area.</p> <p>Tr-h5 is an area of land that is part of the countryside visible from the Ridgeway National Trail, and separates the AONB from the housing of Tring. It stops the visual encroachment of the town into a beautiful part of the country and provides a green gateway into the town from the bypass.</p> <p>The loss of Tr-h1 would represent a major expansion of Tring AND would destroy the unique country environment of the Grand Union canal as it passes through the highest part of its route on its way from Berkhamsted to the reservoirs.</p> <p>(b) It is accepted in the Analyses that the present infrastructures of Tring (e.g. roads, parking, schools, health services) cannot support these Greenbelt developments and absorb the population growth of thousands. Instead, they will have significant adverse effects</p>
Include files	
Number	Question 46
ID	LPIO6980
Full Name	Mr Edward Castle-Henry
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-h3 - This site would be very detrimental to Kings Langley, and by the looks of it would be a massive complex which would send traffic out either through Apsley and Hemel to the m1 or through Kings Langley to the m25. This is a development which the area cannot support, and you need to seriously think about.
Include files	
Number	Question 46
ID	LPIO7003
Full Name	Mrs Juliette Kent
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 development of 450 homes for Bovingdon would cripple the village. This would mean a 25% increase in the village population. There is not the Infrastructure to take such an increase. The Community Services is at full capacity and near to breaking point now. Traffic congestion is also a serious problem. An increase in homes, population and cars on this scale, means more pollution. The loss of Green Belt, will also have a serious effect on the Environment. How do you propose to provide NHS to the proposed increase of population when Hemel Hempstead Hospital is being down graded and other services being cut.</p> <p>ow. The Environmental Impact on the village with more cars come an increase of pollution, more houses comes light pollution, soil pollution, air pollution. The lost of Green Belt will have a serious impact on our Environment.</p>
Include files	
Number	Question 46
ID	LPIO7039
Full Name	Mr Neil Capp
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	I am particularly concerned about the proposed loss of the Dunsley Farmin Tring as this is such a part of the towns characture as well as cocerned about housing close to the station in string given the congestion in this residential area, with the station been over used in its capacity already.
Include files	
Number	Question 46
ID	LPIO7042
Full Name	Mr David Zerny
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HH-h3 would result in the coalescence of Hemel, Apsley and Kings Langley</p> <p>KL-h3 Wayside Farm would connect up Kings Langley to Watford, doubling the size of the village, utterly changing its character, and putting massive strain on local roads and amenities to the detriment of the community.</p> <p>KL-h1 Hill Farm and h2 Rectory Farm would cause further damaging loss of valuable Green Belt, adding to already congested roads and turning Kings Langley from a village into part of an urban sprawl extending from Watford along the A41 to Hemel.</p>
Include files	
Number	Question 46
ID	LPIO7046
Full Name	Mrs Julie Garner
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 is the green open spaces and farm land surrounding Tring which gives the town its distinctive character....we would mourn the loss of this land, from which there is no return, to the major developments in the proposals, particularly those on Tr-h5 and Tr-h1, the beautiful open gateways to our town.</p> <p>Tr-h5: we should have no need to repeat the arguments on which previous rejections of this site were based.</p> <p>Tr-h1: there is plenty of evidence to suggest that flooding is a serious risk in this area and pressure put on narrow</p>

	roads such as the already over used Cow Lane would be too great. I worry that in general infrastructure plans would not be followed through as budgets become squeezed once the box of providing new housing is ticked
Include files	
Number	Question 46
ID	LPIO7051
Full Name	Mr Robin Gee
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 a valley development town and the access to Be-h1 currently is only by Swing Gate lane. The building of a new road to the A41 via ashlyns will not give easy access to the town or facilities.
Include files	
Number	Question 46
ID	LPIO7052
Full Name	Mr Robin Gee
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The water supply is currently from the aquifer and already is over extracted any large extra building would require water to be piped in from ? The local housing need is for more affordable homes and the Borough should ensure that sufficient homes are built by the developers who must not be allowed to 'buy out' their obligation.
Include files	
Number	Question 46
ID	LPIO7074
Full Name	Mr Simon McQueen
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 plans to build so many new houses in the already stretched town of Berkhamsted is unthinkable. The town is already straining at the seams with traffic. there is no infrastructure in place to support this. We simply don't have the school places, medical facilities or parking. The high street is already reaching dangerous volumes of traffic during peak times.</p> <p>This must be stopped</p>
Include files	
Number	Question 46
ID	LPIO7075
Full Name	Mr & Mrs Charlotte and David Vesey
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 have recently been to both your open day at the civic centre and to Berkhamsted Citizens Association meetings about future plans for housing in the Dacorum area.</p> <p>We object very strongly to the plans for Berkhamsted. The town being in a valley with both a canal and the railway line along the bottom of said valley means that our infrastructure is already at saturation point. Traffic is already at a standstill twice a day at rush hour along the High Street. Any time there is an accident on the A41 the traffic continues to be at a virtual standstill during other hours of the day. One can taste the fumes as you walk down the street quite often. Our schools are already at bursting point. Dr.s surgeries are under pressure.</p> <p>The latest few new builds in our town are mostly large "executive" houses, many young locals cannot afford them. During the hottest days of this last summer residents at Potten End had no water as the pressure was too low due to the extra use in Berkhamsted itself.</p> <p>We have recently been to both your open day at the civic centre and to Berkhamsted Citizens Association meetings about future plans for housing in the Dacorum area.</p> <p>We object very strongly to the plans for Berkhamsted. The town being in a valley with both a canal and the railway line along the bottom of said valley means that our infrastructure is already at saturation point. Traffic is already at a standstill twice a day at rush hour along the High Street. Any time there is an accident on the</p>

	<p>A41 the traffic continues to be at a virtual standstill during other hours of the day. One can taste the fumes as you walk down the street quite often. Our schools are already at bursting point. Dr.s surgeries are under pressure.</p> <p>The latest few new builds in our town are mostly large “executive” houses, many young locals cannot afford them. During the hottest days of this last summer residents at Potten End had no water as the pressure was too low due to the extra use in Berkhamsted itself.</p> <p>We would therefore object to new builds in and around our town as totally unsuitable and unsustainable and increasing pollution.</p>
Include files	
Number	Question 46
ID	LPIO7076
Full Name	Mr & Mrs Charlotte and David Vesey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Whereas there are large areas around Hemel that are much more suited to new builds, topology, roads, space, less expensive, and generally better infrastructure.
Include files	
Number	Question 46
ID	LPIO7079
Full Name	mr Mark Frost
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 voice my concerns over the proposed new housing projects with Bovingdon.</p> <p>Without infrastructure improvements, any development in Bovingdon beyond the 90 new homes in the existing plan is not sustainable and will negatively impact the quality of life in our village.</p>

	Option 2b is the best outcome for Bovingdon!
Include files	
Number	Question 46
ID	LPIO7081
Full Name	Mrs Juliette Middleton
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 do not ruin our village by building houses that nobody can afford without building the infrastructure to support it.</p> <p>Our vote is for 2B</p> <p>This is a village with an already hectic, dangerous high street with too many cars, especially at weekends when the market is on.</p> <p>We chose to live here 20 years ago to give our children a great place to grow up.</p> <p>This will completely ruin the future of Bovingdon!!!</p>
Include files	
Number	Question 46
ID	LPIO7083
Full Name	Alistair and Angela Allan
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 writing to lodge our objection to the outline future plans for Bovingdon.</p> <p>Whilst house building on green belt land is becoming inevitable, the impact of so many potential houses in Bovingdon will have a huge effect on the village's infrastructure. The traffic using the High Street is already too heavy (and that is before the arrival of Tesco), the school is full and the doctors and dentists will not be able to cope any further influx of patients.</p> <p>Clearly the desired answer is not to build any new homes but if that is not to be the case please consider very carefully any impact your final decision will have</p>
Include files	

Number	Question 46
ID	LPIO7084
Full Name	Amanda Armstrong
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I live and work in Bovingdon. Although I can appreciate the need for new and hopefully affordable housing, at the moment the infrastructure of this village is unable to support this plan. Schools, GP services, parking are just a few of the issues that don't appear to have been fully addressed. The current plan would potentially destroy a gem of a village
Include files	
Number	Question 46
ID	LPIO7085
Full Name	Mary Anderson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am writing to voice my objections to the plans to build on the green belt land in Kings Langley. As a resident in the village for the last 2 Years, I have come to love the village because it still is a village and retains that charm and friendly feel about it. The proposed building of so many houses on the village outskirts will totally ruin the village feel and put an enormous strain on the already over-subscribed schools and over-worked GP services, not to mention the traffic!! It already takes 30minutes to get out of the village onto the M25 in the rush hour and the High Street and Vicarage Lane/Common Lane becomes grid lock when the schools start and finish. Also there is the lovely Wayside Farm which is a lovely area of countryside with beautiful walks over the fields, and only 1 of 2 Jersey herds in the county which produce lovely creamy raw milk. Please consider all these issues and let Kings Langley remain a lovely picturesque friendly village.
Include files	
Number	Question 46
ID	LPIO7086
Full Name	Richard Liversedge

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Any development beyond the 90 new homes in the existing plan is not sustainable. 450 new homes would represent an increase of 25% to the village population and would place immense stresses on schools, roads, doctor's and dentists surgeries and local amenities. As it is, the country roads surrounding Bovingdon are crowded to danger point particularly with cars travelling to the Underground Train network at Chorleywood and Chalfont and Latimer in the Rush Hour.</p> <p>A massive increase of new homes will detrimentally affect the quality of life in the village and surrounding area and by building in this special area of Green Belt the affected countryside will be lost forever.</p> <p>I would recommend that option 2B (0 additional homes apart from the previously agreed 90 homes) is the best outcome for Bovingdon.</p>
Include files	
Number	Question 46
ID	LPIO7087
Full Name	Geraldine Benson
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 object to the current plans to build more houses in Berkhamsted. We have had too much development already. It is virtually impossible to get a doctors appt here and the traffic increases every year. The town is too small for more development.</p>
Include files	
Number	Question 46
ID	LPIO7089
Full Name	Mrs Pauline Stacey
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'd like to object to the possibility of development of Bovingdon for potentially 100s of new homes. It is not sustainable without huge investment to bring the local infrastructure to a level to support an increase in local population of this size. Even with infrastructure improvements, such a large development would severely impact local quality of life, compromise the integrity of our green belt and impact wildlife and biodiversity. It would have a catastrophically negative effect on village life. Bovingdon would lose its village characteristics and become yet more urban sprawl.</p> <p>We choose to live in this area because of the rural nature of our surroundings and village life. The existing infrastructure is creaking at the seams now. The roads are in a shocking state, doctors and dentists are full to capacity as are local schools. Bovingdon high street is already frequently impassable.</p>
Include files	
Number	Question 46
ID	LP107137
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>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.</p> <p>BRAG RESPONSE TO Q46</p>

Question 46

Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?

Yes

General Comment

:

This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when

combined could have a significant negative impact on, for example, water, pollution etc. it is the cumulative impact of

development past, present and that proposed in the immediate

and neighbouring area on sustainability which should be assessed.

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in

close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft

Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial

review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long

term boundaries

", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and,

although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1

& 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wpcontent/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Policy-in-the-DC-5-14-16.pdf>

for a full

analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a

pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible "long term boundaries" and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government's continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing "could help the local economy and encourage provision of local services" and that development of sites "could help to maintain community vibrancy and vitality" totally ignores the topography of the town.

More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development

There are several issues that have not been addressed before sites are identified –

DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them

Highways – LTP needs to be published to analyse in detail any proposals

Flooding – SFRA not completed

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At the consultation stage of the Core Strategy, Dacorum Planning Department make a number of strong statements of

principle relating to the Berkhamsted Spatial Strategy which are being overturned in the current proposals without reason or

explanation. Many of the sites now proposed are specifically identified in the Berkhamsted Vision Diagram as being

“Sensitive Valley Sides”.

The Emerging Core Strategy states:

Built Character

The open valley sides would be particularly sensitive to the effects of new development.

Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large

plots at very low densities. New development should be low density.

Key views

The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the

surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along

the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side,

except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and

suburban gateways.

Berkhamsted Vision

New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural

heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

The settlement is linear in form and follows the valley topography. New development should respect this broad structure.

The open valley sides and ridge top locations are especially sensitive to new building and development in these locations

will not be supported. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such

as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41

Bypass will not represent the natural southern boundary to the town.

The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect

its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types

and building heights. Progressively lower density development is encouraged further away from the high-density town

centre and conservation area. This approach will reinforce the existing character and quality of areas. Particular emphasis

is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open

countryside of the Green Belt.

Social and personal welfare

Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the

need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is delivered. Its strong character,

setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban

area.

Economic prosperity

Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set

against a High Street of high quality historic buildings. This provides it with a strong character. The UDA supports protecting

its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The

Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a

wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the

settlement. This will help protect the key district shopping and service role of the centre.

Importantly the Core Strategy (endorsed by Councillors) rejected a number of sites in Berkhamsted giving detailed reasons for

rejection – yet just a few years later Dacorum planning are ignoring these reasons without explanation and putting these very

sites forward for development. The reasons previously given for rejection still hold good and itemised under each of the sites

below.

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Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

Strong countryside/Green Belt boundary.

Development would be highly visible from this prominent ridge top location.

Erosion of buffer between bypass and existing built up area.

Poor relationship to town centre services and facilities, employment land and station.

Important transition area between the town and open countryside would be damaged.

This could also set a precedent for further development of land southwards to the A41.

Not well related to existing housing.

Visual impact on important gateway to town from A416 and A41.

Proximity of A41 bypass.

Potential impact on the setting of Ashlyn's Hall.

In addition BRAG makes the following objections

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous

Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper

Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and

undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the

outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically

changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

o

Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.

o

The loss of productive farm land.

o

Impact on the Green Gateway into the town – impact on transition area from urban to countryside

o

The land is not well related to existing services and facilities in the town centre.

o

Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult

o

Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o

Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

o

Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.

o

The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade it.

o

Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage

movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

o

The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

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BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or

are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile

extra stress on the already creaking infrastructure. In particular:

□

Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council

Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and

is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system

around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of

massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional

traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251

Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions

Parts of this ridge top location would be highly visible from AONB land and intrusive

Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’

Suggestion of new primary school – rejected by DBC at Core Strategy Inquiry. Does not fit with education strategy.

Secondary school places inadequate

Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’

Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from it.

Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.

Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not

cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to

be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers

to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems

for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not

happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of

salt. We can find no evidence that this particular issue has been addressed.

□

Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which

are 1:11, cycling is accepted not to be a realistic alternative form of transport.

□

Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If

applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not

promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas

put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and

further afield are good but usage, for any purpose, remains low.

□

Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling

etc in rush hour or have any significant impact on car journeys

□

Important issue – TRL states "The scale of development at this site is out of scale with employment opportunities in

Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a

high proportion will commute to work or make their journey to the station by private car.”

□

Berkhamsted railway station and commuter line to Euston is already at full capacity.

□

Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option

□

Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway

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□

GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices

□

Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion

and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted

□

Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site

□

Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an

ideal area to plant more trees and expand existing woodland rather than creating more pollution.

□

Suggestions of managed woodland doubtful – who would have responsibility

Area of Archaeological significance affects part of the land

Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

Be-h2 Haslam Fields, Shootersway

Core Strategy identified the following reasons against development on this site

Site is insufficient on its own, but could be phased with other land.

Site is part of the open transition area between the town and the wider countryside.

New building could set a precedent for further development of land southwards to the A41.

Site is too small to offer scope for additional town-wide leisure space.

In addition BRAG makes the following objections

Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult

Cumulative negative impact on Berkhamsted infrastructure with little contribution

Likely to become another commuter area contributing nothing to vibrancy and vitality of the town

Increased car use and growth in level of greenhouse gas emissions

Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at LA4.

Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the

cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.

Located near A41 – noise levels and car emissions could affect health and wellbeing

Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor

Affordable housing too far from town centre and facilities/service – would require car – not contribute to community

cohesion or sustainable prosperity

Continues ‘domino effect’ of development along the ridge top that DBC was warned about

Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more

Potential archaeological remains

Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which

are 1:11, cycling is accepted not to be a realistic alternative form of transport.

Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If

applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not

promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas

put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and

further afield are good but usage, for any purpose, remains low.

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Be-h3 Land at Ivy House Lane

Core Strategy rejected this option for the following reasons

Proximity to Chilterns AONB.

Strong countryside/Green Belt boundary would be breached.

Impact on valley sides and important dry valley location.

In addition BRAG makes the following objections

Fails to meet Berkhamsted Vision

o

facilities and services not accessible

o

Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely

Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries

Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points

AONB currently separated from development at Hunters Park by this open agricultural area

Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective

Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually

Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The

Common at a point near to a hazardous junction.

Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane bridges.

□

Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage

□

No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children

□

Poor accessibility to schools and all other facilities

□

Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has

been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.

□

Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the

effect of pollution on night flying fauna should not be ignored.

□

Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which

are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near

the site

□

Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If

applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not

promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas

put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and

further afield are good but usage, for any purpose, remains low.

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Be-h4 Land between Durrants Lane / Bell Lane / Darr's Lane (two sites)

Core Strategy rejected this option for the following reasons

Strong countryside boundary.

Impact on landscape/Chilterns AONB.

Impact and visibility of development on valley sides.

Poor relationship to town centre services and facilities, employment land and station.

In addition BRAG makes the following objections

Fails to meet Berkhamsted Vision

o

facilities and services not accessible

o

Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely

Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance

Parking at Northchurch already insufficient – no capacity for additional cars from ridge top

Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor

Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car

Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

Site falls within area of Archaeological significance

Adjacent to Chilterns AONB

Suggestion of potential new primary school – not part of Berkhamsted education policy

Lack of secondary school capacity – Ashlyns School

Same arguments on accessible housing – distance from facilities and services

Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.

Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If

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further afield are good but usage, for any purpose, remains low.

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Be-h5 Land at Lockfield, New Road, Northchurch

Core Strategy identified the following reasons against development on this site

Site is insufficient on its own, but could be phased with other land.

Some distance from the town centre.

Next to the Chilterns AONB.

Site is too small to offer scope for additional town-wide leisure space.

The canal bridge on New Road is narrow and results in poor pedestrian access to local facilities.

Visually prominent site.

Proximity to railway line.

Impact on setting of the canal.

In addition BRAG makes the following objections

Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”

Close to Northchurch AQMA

Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated

Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in

road accident

Noise from railway

Distance from town centre services and vital facilities

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Be-h6 Land adj. to Blegberry Gardens, Shootersway

Core Strategy identified the following reasons against development on this site

Some distance from the town centre.

Important transition area between the town and open countryside.

New building could set a precedent for further development of land to the A41 bypass.

Site is too small to offer scope for additional town-wide leisure space.

Very close to the A41.

In addition BRAG makes the following objections

Fails to meet Dacorum or Berkhamsted Vision

facilities and services not accessible

Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd

Situated at ridge top location at a distance from employment, retail, health and community services.

Negative impact on adjacent AONB and concern for existing Tree Preservation Orders

Site of archaeological significance

Not recommended for removal from Green Belt

O

Exits onto Shootersway an already overstretched road at a point opposite to the large new development –

Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

□

No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car

□

Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.

□

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applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not

promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas

put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and

further afield are good but usage, for any purpose, remains low.

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Be-h7 Land at Bank Mill Lane

Core Strategy rejected this option for the following reasons

Encroachment of the urban area along the valley bottom and into adjoining open countryside.

Distance from the town centre services and facilities, employment land and station.

Impact on setting of the River Bulbourne.

Reduction in the degree of separation between the town and Bourne End

In addition BRAG makes the following objections

Expansion of town to east - would significantly alter Gateway to Berkhamsted

Located in Berkhamsted Conservation Area

Impact on adjacent AONB

Risk of flooding identified in assessment

Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted

Suggestion of provision of local play space – edge of town not a practical site

Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes

Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town

Be-h8 Berkhamsted Golf Range, The Brickworks, Spring Garden Lane

Site appraisal recommends exclusion from further assessment and retain as green belt

Site lies within CAONB – large-scale development opportunities to be avoided

At a distance from immediate urban edge and would extend town further into countryside

Close to ancient woodland



Loss of leisure facility



Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage



Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch



Fails to meet Dacorum or Berkhamsted Vision



facilities and services not accessible



Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town



Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which

are 1:11, cycling is accepted not to be a realistic alternative form of transport.



Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If

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further afield are good but usage, for any purpose, remains low.

Include files

Number	Question 46
ID	LPIO7143
Full Name	Mrs Barbara Bedford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>1 Kings Langley.</p> <p>a. I am restricting my comments to this village as my knowledge of the other areas is insufficient. This does not imply that I am agreeing/disagreeing with the points raised in those areas.</p> <p>1 b. I disagree with all the proposals, particularly as the premise in the plan assumes Shendish is not part of Kings Langley and thus the conclusions are skewed.</p> <p>2 c. Of the options put forward in the Plan I would have to support Option 1A (but note para above).</p> <p>3 d. Please note that the Hillside Farm site in Kings Langley does not have flat access to Kings Langley High Street as stated in the Plan. There are 4 streets leading to the High Street and each is very steep.</p> <p>4 The Hillside Farm site does not have an access point of any use for building even the smallest number of proposed houses. The access shown on the relevant map is only a single track.</p> <p>5 f. It appears ridiculous to have a Strategic Plan which does not include the traffic consequences on the area. Already traffic from Chipperfield plus Sarratt and other villages to the West of Kings Langley have to use the Chipperfield Road into Kings Langley when exiting their villages to access larger towns/roads making traffic within Kings Langley constant and difficult, exacerbated at school drop off/pick up times. If I have an appointment in Watford or Hemel Hempstead (eg hospital) I have to allow at least double the time the mileage would anticipate to allow for the slow traffic through the village and beyond. Even to get to Kings Langley station car park extra time must be allowed because of the quantity of traffic.</p> <p>6 g. Love Lane and the surrounding roads are regularly jammed with traffic because of school drop off/pick up times without adding hundreds of houses with their attendant traffic needing to exit onto Love Lane (but see para e above).</p> <p>7 h. The density of housing proposed is unsustainable if Kings Langley is to retain its village character, as suggested in the proposed Plan.</p> <p>i. The air pollution resulting from queuing traffic through the valley must be injurious to health. Adding thousands of houses with their attendant traffic, both of their own vehicles plus deliveries/workmen. This does</p>

	not include the pollution inflicted by the M25/ A40 traffic using/joining their systems
Include files	
Number	Question 46
ID	LPIO7152
Full Name	Angela Hollands
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Sites_Shendish Manor</p> <p>Having lived adjacent to Shendish Manor Hotel since 1982, I would like to object to the proposed development on the 160 acre land of Shendish Manor. I object to any loss of green belt land in Kings Langley parish as it is inappropriate to build such a large number of houses within the setting of a listed building. This alone has been the reason many applications 'within' this area having been refused. The setting of listed buildings need to be preserved and respected as they add unique and special character to historic towns.</p> <p>I wonder whether the site of Bovington Air Field has even been considered for development? The countryside needs to be protected and not built upon. Surely there are enough brown sites but they do not seem to have been an option. Kings Langley desperately needs to maintain certain characteristics; Shendish's 160 acres should be maintained, respected and protected. If the land around the hotel was developed it would totally ruin the entire surrounding area. A great deal of our history would be destroyed for ever.</p> <p>The recent development of the Manor Estate has made a massive difference which has added to the traffic congestion and put too much strain on the local schools/doctor surgeries etc., they can not cope. Also, we do not have a fully functioning hospital to support such large developments, which is a necessity when there is such a large population. The road in Apsley is grid logged most of the time, particularly in rush hour. Going either way in Apsley at these times is ridiculous and the travel times are seriously affected. The extra traffic any development would incur would not be acceptable. Shendish Hotel would lose its uniqueness and</p>

character if the surrounding land were developed. This in turn would deter new business, local and otherwise, and would not be the peaceful setting most guests like to enjoy. Dacorum Borough Council would be ruining and putting off potential new business which it could bring to the area, surely in the bigger picture of things this is not a good idea.

The road to Shendish is very restrictive and is only accessed with a single railway bridge, this is the only access and not suitable for heavy traffic. In the rain the bottom of the hill by the bridge is always flooded. If there were extra housing this would add to the already bad drainage problems. Water pressure is also a problem. There are also many speciality trees which were planted many years ago and are irreplaceable and unique to the grounds. There have been so many local developments in the last few years which have been constantly mentioned and complained about and yet more development is being considered, this would make many situations much worse. There are not enough car parking spaces at HCC opposite the entrance to Shendish drive and so cars are constantly parked in Shendish drive and anywhere they can along the road causing restrictions and danger, sometimes the queues to access HCC block the entire road. Any additional traffic would be a major problem, which is what would happen from additional housing. The 900 proposed dwellings on Shendish land would multiply these problems and cause havoc to the already overloaded roads.

It would be a great shame if the land was developed on as it would ruin such a beautiful and unique asset within Kings Langley. Too much has been spoilt already. There must be an alternative without having to develop on land which offers us some of the best history we have.

Include files	
Number	Question 46
ID	LPIO7153
Full Name	Tony Blair
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Sites - Durrants Lane / Bell Lane / Darr's Lane</p> <p>I wish to object most strongly to the inappropriate development proposal on the land between Bell lane and Darrs lane Northchurch site ref be h4</p> <p>Not withstanding that berkhamsted is already overdeveloped the existing facilities are inadequate with the lack of doctors ,schools , massive traffic congestion with no parking etc .</p> <p>To build more houses on this site would be completely unacceptable especially for the following reasons.</p> <p>The site is green belt and adjacent to an area of natural beauty.</p> <p>The proposal would presumably require that Bell lane be widened. This would mean the loss of of very old and established hedgerows with the destruction of hundreds of nesting sites which could never be replaced.</p> <p>A very well used footpath runs the full length of Bell lane.</p> <p>The site has archaeological significance including Grims Ditch.</p> <p>The site is unstable with sink holes which would be a serious stability problem.</p> <p>Drainage is already a serious problem for local residents.</p> <p>For these reasons I would be strongly objecting to any planning proposal on this site.</p>
Include files	
Number	Question 46
ID	LPIO7157
Full Name	Natalie 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 would like to correct a misunderstanding in your options papers and confirm that Ridgeway Close AND Shendish Manor are part of Kings Langley AND NOT part of Hemel Hempstead.</p> <p>I would like to offer my feedback on the proposals to develop Kings Langley and Shendish Manor as put forward last month. Along with over 800 residents of Kings Langley I attended an Extraordinary Parish meeting on 14th November 2017 and during the course of the evening it became obvious there was an overwhelming majority for the parish of Kings Langley to hold a village poll on these proposals and is now in the process of being arranged. It was felt most deeply</p>

and passionately that we oppose the 'development' of the green belt.

I would like to clarify my position in the following points - in doing so I would urge you to understand that this isn't a middle-England, middle-class village not wanting other people to move into our space but there is a deep concern for the well-being and safety for those already residing in the village in addition to people and families who would be buying the proposed properties.

Healthcare

I am registered disabled as I have a complex, chronic health condition, which requires a multi-disciplinary approach to manage; the current facilities - such as they are - at Hemel Hempstead hospital are being reduced and removed to the point where one now has to travel to the hospital at Hemel Hempstead, Watford and St Albans. There are two Doctors surgeries within the village itself and no A&E department at Hemel Hempstead hospital or St Albans hospital, the nearest is Watford Hospital. Hemel Hempstead hospital has an 'urgent care' unit which is woefully understaffed and as such they frequently turn patients away and send them to Watford hospital. In 2014 I suffered an asthma attack, whilst in the ambulance and being transported to Hemel Hempstead hospital the ambulance crew were informed that Hemel Hempstead hospital were unable to treat me so we had to turn around and head to Watford hospital. Unfortunately this was during peak rush hour traffic; even with a Police car escort we still struggled to drive through the congestion and as such by the time we finally reached Watford hospital I had deteriorated to the point where I was kept in for two days.

The additional people and families who would be moving into the proposed new builds deserve to know that should they need urgent medical care they will be able to receive it. There would be a need for additional Doctors surgeries and I honestly can't see any feasible location for them in Kings Langley village or provisions for them within the proposals.

I'm currently pregnant and the maternity units at both St Albans and Hemel Hempstead have been closed in recent years amidst cutbacks, I'm due to give birth in Watford hospital. Watford is already a large town and having to carry the burden of the local towns and villages with one hospital.

Schools

I note that within the proposals there is only a Primary School, not a Secondary as well. Kings Langley secondary school - the only none fee paying school within the village - is already reaching capacity even with the recent re-development, although this was not as extensive as it could have been given that some of the land which had potential to be incorporated has been sold to developers. There is a closer Primary school within the village but where would the older children be expected to go to school? With respect, you cannot

foresee the need for a Primary school yet fail to consider where the children will progress to with regards to Secondary school?

Jobs

Kings Langley village has a number of small, independent boutiques and shops which, whilst largely keeping the village free from mass-capitalism, brings further problems with regards to parking and potential job prospects. With no pessimism intended there just aren't enough jobs in and around the village to sustain those moving into the area who don't work in Hemel Hempstead, St Albans, Watford or London.

Parking

We have chosen to be a one car family - it works for us - but other families will obviously have different requirements and I fear for the safety of those walking along the roads and lanes within Kings Langley village. The recent development opposite Apsley train station means cars and motorbikes are being parked along the road into and out of the village, leading to poor visibility and requiring one to make a dash for it as there are very few pedestrian crossings. During rush hour those children and adults escorting children who do walk to and from school frequently have to dart between the cars as there are some very tight bends locally and a number of them are unlit. Unless you take to wearing a high visibility jacket during the winter months the risk is great.

Some cities have taken to including in the buyer's contracts a stipulation that they cannot own a car as there is no parking provided; we all know that that is completely impractical to enforce with the obvious consequence that people park in the nearest available space which may or may not be a designated or logical space to park a vehicle, regardless of its size.

Traffic Congestion

During rush hour it is gridlock from Hemel Hempstead town centre to Watford town centre, you can spend two or three light changes sitting in one position. Not only does this make it a misery for those who are driving but it also makes it a misery living amongst it, air pollution is great and within the area of Hemel Hempstead town centre to Watford town centre you would easily get a hundred+ cars sitting with their engines idling, crawling at an asthmatic snails pace. As mentioned above, some of the lanes and roads feature parked cars which means that if the traffic does move they are having to pull out into the opposing directions lanes to squeeze past. Car drivers become annoyed at having to wait in the traffic for so long that they won't always consider letting you pull out of our road and merging with the traffic and as such you can spend easily 10-15 minutes of a morning waiting to pull out. Add into the mix the proposals for up to 900 additional houses PLUS a Primary school then people will, and I'm not saying this for effect, face the possibility of spending between 30-60 minutes extra on

their commute each way. That's between 1 to 2 extra hours of your life EACH DAY sitting in traffic.

On a personal note, as an asthmatic I have noticed a deterioration in my breathing during rush hour with all of the cars effectively parked outside our house with engines running.

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We've been told that public transport is considered AFTER the building of new properties has been given the go-ahead - how is this logical?! Apsley station features a booking office which spends a great deal of time unmanned with a single (1) ticket machine - at the minute we have to go to the station during the weekend to buy tickets for the following week from the ticket machine as you can spend 20 minutes or more in either queue waiting to buy your tickets. The service we do have is prone to delays and cancellations which means that more people are squeezing onto the trains when they do turn up. Apsley station and Kings Langley stations are small village stations with no disabled/reduced mobility access and aren't the biggest of stations and even though they are within 25-30 minutes travel time to London Euston we don't have additional trains or long trains during rush hour. I would like to point out that this train line is on the Birmingham New Street, Tring and Milton Keynes Central line which brings commuters from all of these places on the trains into Euston. During peak travel it is impossible to find a seat and you will often be pressed against other commuters/a door/a window. This is not only uncomfortable but dangerous.

The 500 bus runs from Hemel Hempstead - Watford and back again, but only up until just after 7pm on a week day and just after 8pm of a Saturday, should you require anything after that then your options are to drive - either in a private vehicle or a taxi - or take the train. These additional houses would bring some people in who choose to commute using the trains and buses but would soon find themselves unable to get on trains or buses due to overcrowding so take a car on to the already heavily populated roads.

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	<p>lorries to reach their destinations. People talk about heritage and keeping rich and colourful communities alive, to do that we have to keep what's special about them. Attending the Summer fair on the cricket green and the Winter fair on the village high street is magical and everyone works together to make it a safe, happy place because it's manageable. Turning us into a suburb of Watford or Hemel Hempstead won't keep us safe, there'll be a precedent set and I'm sure that our quant cottages and beautiful houses will be next, knocking them down and building some Orwellian compound won't make people happy, it'll make people resentful that they no longer have a nice green space to let their children run free, a field to walk their dog or have communal picnics, rather the bleak vision of the future is that we'll merely look at pictures of what a field used to look like before the mass housing estate arrived.</p> <p>I would like to point out that literature for proposed developments feature children and families playing in green spaces but this will fast become obsolete should these new builds go ahead.</p>
Include files	
Number	Question 46
ID	LPIO7158
Full Name	Natalie 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 would like to correct a misunderstanding in your options papers and confirm that Ridgeway Close AND Shendish Manor are part of Kings Langley AND NOT part of Hemel Hempstead.</p> <p>I would like to offer my feedback on the proposals to develop Kings Langley and Shendish Manor as put forward last month. Along with over 800 residents of Kings Langley I attended an Extraordinary Parish meeting on 14th November 2017 and during the course of the evening it became obvious there was an overwhelming majority for the parish of Kings Langley to hold a village poll on these proposals and is now in the process of being arranged. It was felt most deeply and passionately that we oppose the 'development' of the green belt.</p> <p>I would like to clarify my position in the following points - in doing so I would urge you to understand that this isn't a middle-England, middle-class village not wanting other people to move into our space but there is a deep concern for the well-being and safety for those already residing in the village in addition to people and families who would be buying the proposed properties.</p>

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	<p>cottages and beautiful houses will be next, knocking them down and building some Orwellian compound won't make people happy, it'll make people resentful that they no longer have a nice green space to let their children run free, a field to walk their dog or have communal picnics, rather the bleak vision of the future is that we'll merely look at pictures of what a field used to look like before the mass housing estate arrived.</p> <p>I would like to point out that literature for proposed developments feature children and families playing in green spaces but this will fast become obsolete should these new builds go ahead.</p>
Include files	
Number	Question 46
ID	LPIO7160
Full Name	Mr & Mrs Ormerod
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 writing to object to the proposed development of housing by Dacorum Borough Council.</p> <p>We are objecting for the following reasons:</p> <ul style="list-style-type: none"> • Berkhamsted is a market town and should remain that way. It is not a 'New Town' and should not be developed as such. Hemel Hempstead has the capacity, infrastructure and 'style' to extend. The Core Strategy Settlement Hierarchy stated that Market Towns are 'Areas of Limited Opportunity' unlike 'Hemel Hempstead will be the focus for housing development within the borough'. Berkhamsted has already developed at a rate 34% above the target set whilst Hemel Hempstead is 21% below its target. • Berkhamsted does not have the infrastructure to cope with increased traffic and population. Already the town has grown causing sometimes horrendous traffic queues at peak times. The impact on the proposed development sites will be enormous and it appears that little thought has been considered to the area. Berkhamsted is a linear town with narrow streets. Options for increased infrastructure are limited due to the location and 'shape' of the town. <p>Please do not destroy our town! Listen to the people of this town.</p>
Include files	

Number	Question 46
ID	LPIO7161
Full Name	Mr Chris McDowell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am concerned to hear about the possible release of the Green Belt for development in the Berkhamsted area . We do not have sufficient infrastructure (schools , hospitals, water , electricity , road capacity, GP practises) to meet any increase in population. I believe all areas of the Green Belt should be preserved to retain a quality of life and help reduce the impact on wildlife. We do not want to see Berkhamsted joined up with Hemel Hempstead and Tring in one concrete conglomerate. Therefore I am against any part of the Green Belt being released for development.
Include files	
Number	Question 46
ID	LPIO7169
Full Name	Mr Francis Bedford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<u>Comments specific to potential sites in Kings Langley Parish</u> 1 All of the proposed green belt sites will be constrained by the limited capacity of the A4251 and lack of viable alternative through routes.
Include files	
Number	Question 46
ID	LPIO7170
Full Name	Mr Francis Bedford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>1 Shendish Manor HH-h3</p> <p>Although KL parishioners find it irksome that this option is considered under Hemel, it makes sense to do so. It is important to retain open space between Hemel and Kings Langley. But the key stretch of open ground is that between Ruttlers Lane and Coniston Road. Providing this is preserved, some development at Shendish could be considered. The problem, of course, is the railway and consequent difficulty of adequate access to the A4251.</p>
Include files	
Number	Question 46
ID	LPIO7171
Full Name	Mr Francis Bedford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>1 Wayside Farm</p> <p>There should be no development on this site. It has become a 'jewel in the crown' for Kings Langley, Dacorum and SW Herts in general. It is one of the last dairy farms in the county and now provides a unique service delivering unpasteurised Jersey milk to the locality. This deserves to be preserved in the way that any unique irreplaceable benefit should be.</p>
Include files	
Number	Question 46
ID	LPIO7172
Full Name	Mr Francis Bedford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>1 Rectory Farm</p> <p>I do not know enough about this option to comment.</p>
Include files	
Number	Question 46
ID	LPIO7173
Full Name	Mr Francis Bedford
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>1 Hillside Farm</p> <p>Several supporting points in this proposal are disingenuous:</p> <p>The access from the site to the village centre is certainly not level - it is a steep hill.</p> <p>The density of housing suggested for the site is quite unrealistic. If all the amenities suggested were to be included, then then high-rise buildings would be needed to fit in the number of dwellings suggested.</p> <p>It is not clear how the site would be accessed. The access to Love Lane which is implied in the site plan is not currently wide enough to take any volume of traffic. Of course it might be possible to gain access via Chipperfield Road (by demolishing a house). Either way, would involve greatly increased traffic on Chipperfield Road. This road is very narrow in places - lorries and busses sometimes have to wait for a clear road ahead in order to proceed. And Chipperfield Road is a surprisingly busy road. It is well known that it is a logjam at school opening and closing times, but at all times during the day it carries heavy traffic. A couple of months ago I walked from the corner of Love Lane towards Chipperfield, leaving the road at the walk across fields to Langley Lodge. I was 12 minutes on the road and counted 98 cars passing me on both directions. It was mid-morning on a weekday. That crude tally equates to something like 500 cars an hour along the road. I do not believe a major influx of traffic onto that road would be sustainable.</p>
Include files	
Number	Question 46
ID	LPIO7174
Full Name	Carole Urry
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 submit that existing infrastructure in Bovingdon is inadequate to cope with such a large increase in population. Due to my arthritis I have a blue parking pass – wonderful – but I have great difficulty in finding anywhere to park and that is NOW before the new housing arrives! Have you ever driven up or down the High Street when the children arrive or leave the Primary School, with cars that have come some distance trying to find a parking place? Even with the pedestrian crossing it is a very dangerous place to be for the</p>

	<p>children, for the elderly, and will become even worse with the arrival of Tesco, their huge delivery lorries, plus the enormous amount of new inhabitants of the vast increase of housing.</p> <p>How about improving the infrastructure of extra schools, health centres, transport and parking first? Sooner or later there will be a serious road accident at the top of the village with the traffic from Hempstead and Chesham Roads trying to squeeze into the High Street driving on the pavement to do so.</p> <p>Without improvements any development in Bovingdon beyond the 90 homes in the existing plan is not sustainable and will negatively impact the quality of life in our Village.</p>
Include files	
Number	Question 46
ID	LPIO7176
Full Name	Tracy Pamment
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 family and I have lived in the village of kings langley for many years, and although there have been changes, it will be disastrous to build so many houses in our village.</p> <p>The extra traffic generated will cause havoc. Our local schools and doctors surgeries will be completely overwhelmed by such an influx.</p> <p>I stand by the many others that have opposed this proposal.</p> <p>Please rethink this decision and do not spoil our village!</p>
Include files	
Number	Question 46
ID	LPIO7177
Full Name	dr ann godsell
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 strongly object to the development of more housing sites along Shootersway.</p> <p>Haslam site, Shootersway near kings road junction. – another field of house is unacceptable.</p>

	<p>Further proposed location along far end of Shootersway.</p> <p>The burden of bearroc park and already agreed spread out of the town is already an increased burden on infrastructure and Berkhamsted parking, traffic, doctor and school facilities etc</p> <p>Instead of house consider community facilities, for the benefit of all existing residents of the town.</p> <p>These additional sites proposed will continue to seriously affect the quality of living in Berkhamsted.</p> <p>Any Development should access off the main road</p>
Include files	
Number	Question 46
ID	LPIO7178
Full Name	dr ann godsell
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 strongly object to the development of more housing sites along Shootersway.</p> <p>Haslam site, Shootersway near kings road junction. – another field of house is unacceptable.</p> <p>Further proposed location along far end of Shootersway.</p> <p>The burden of bearroc park and already agreed spread out of the town is already an increased burden on infrastructure and Berkhamsted parking, traffic, doctor and school facilities etc</p> <p>Instead of house consider community facilities, for the benefit of all existing residents of the town.</p> <p>These additional sites proposed will continue to seriously affect the quality of living in Berkhamsted.</p> <p>Any Development should access off the main road</p>
Include files	
Number	Question 46
ID	LPIO7179
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>Just want to register my objection to the South Berkhamsted development plans. The plans are out of proportion to the amenities, resources and infrastructure within the town. The road network is already at breaking point. A flurry of snow or gas works on shootersway already cause a 30 car tail back on Shootersway .</p> <p>It takes my children up to ten minutes to cross Shootersway to get too and from Greenway school with no safe way of crossing other than wait patiently for a break in traffic and make a dash for it. New houses at bearoc Park have been developed and are mid development and we do not yet know the impact of this growth on the long cal infrastructure. How can the council plunge headlong into another development on this scale without First measuring the impact of existing town growth?</p> <p>I strongly recommend that you stop the new plans, pause to measure the impact of existing plans and reflect on whether the town can realistically take any more demands on surgeries, schools and the road network.</p> <p>Plus the trees surrounding the sites marked for development are beautiful and make the town feel rural.</p> <p>I enjoy views of the trees surrounding Haslam fields from my garden. These views would be destroyed by developing the site and cutting them down. They should be protected.</p>
Include files	
Number	Question 46
ID	LPIO7180
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>Just want to register my objection to the South Berkhamsted development plans. The plans are out of proportion to the amenities, resources and infrastructure within the town. The road network is already at breaking point. A flurry of snow or gas works on shootersway already cause a 30 car tail back on Shootersway .</p> <p>It takes my children up to ten minutes to cross Shootersway to get too and from Greenway school with no safe way of crossing other than wait patiently for a break in traffic and make a dash for it. New houses at bearoc Park have been developed and are mid development and we do not yet know the impact of this growth on the long cal infrastructure. How can the council plunge headlong into another development on this scale without First measuring the impact of existing town growth?</p>

	<p>I strongly recommend that you stop the new plans, pause to measure the impact of existing plans and reflect on whether the town can realistically take any more demands on surgeries, schools and the road network.</p> <p>Plus the trees surrounding the sites marked for development are beautiful and make the town feel rural.</p> <p>I enjoy views of the trees surrounding Haslam fields from my garden. These views would be destroyed by developing the site and cutting them down. They should be protected.</p>
Include files	
Number	Question 46
ID	LP107185
Full Name	Mrs Moira Graham
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 understand that we do have to build more housing and like to feel we can support the young from Tring by supplying affordable housing, but the proposal to build a total of over 2,500 houses on greenbelt land is a travesty. Tring is a small market town with a centre, surrounded by housing, business and recreation. It thrives on community spirit, which is built on the fact that Tring has a town centre, with schools, doctors, shops, and all amenities within walking distance.</p> <p>I also object to Tring becoming a sprawl of additional housing estates that will be marginalised by their position and access to the town centre thereby ruining the community of Tring.</p> <p>I object to the possibility of an increase of the Tring population by 80 percent, this being if all houses were built and ended up with an occupancy of 4 per house (quite possible if built for young families to afford). Even with only 2 per house this is a 40 percent increase. Tring is already oversubscribed to schools, doctors and other social services and car parks are regularly full. Any large increase in housing and population would have a huge impact on all aspects of life here but specifically:</p> <p>Schools Doctors Car Parks Roads - Tring High Street is regularly grid-locked now by any delivery van, funeral car or street cleaner! Buses Trains - and the parking there</p>

	<p>A41 as this is the main access road to London, but was downgraded from motorway status and therefore not having suitable slip roads now and no hard shoulder.</p> <p>Hospitals</p> <p>Road maintenance - our high street is permanently collapsing.</p> <p>Police</p> <p>Ambulance</p> <p>Water Supply and drains</p> <p>etc</p> <p>etc</p>
Include files	
Number	Question 46
ID	LPIO7190
Full Name	Mrs Fiona Walsh
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 do not have enough school, or doctor places to support a large development. The train service into London is already overcrowded as is the road network and the amount of transport in Kings Langley is already overstretched in the village. The queues in the High Street in the morning on my way to work in Watford can be unbearable at times and in the evenings it is even worse. If there was an emergency and a visit to Watford hospital was required, I cannot imagine the chaos in future if all the suggested development goes through.</p> <p>Building on green belt would also destroy our wildlife and the extra development would create more noise and air pollution ruining our quality of life.</p> <p>Please do not destroy our village. We are fairly newcomers to the area and we moved to Kings Langley for this very reason.</p>
Include files	
Number	Question 46
ID	LPIO7193
Full Name	Ms Anna Hanson
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'm sure you've had lots of emails in this topic - and with good reason I'm afraid. I'm a local resident, and parking my car outside my house is a rare luxury. Driving anywhere along the high street doesn't happen much either due to the queue of traffic, so it's generally quicker to walk. I'm experiencing (and witnessing) more frequent cases of grid lock on Charles Street, as these roads simply aren't designed for the volume of traffic. And it's not good for the environment or local air quality for cars to be sat for 10 minutes at a time whilst drivers work themselves out of these situations.</p> <p>The infrastructure in this town is creaking and the latest proposed development will cripple us. There has been a huge number of new houses built recently, and whilst I'm absolutely for brown field developments (although I'm not seeing much by way of "affordable" housing), I would strongly urge you limit additional building to option 1B.</p>
Include files	
Number	Question 46
ID	LP107195
Full Name	Joy Kingsbury
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Sites_Berkhamsted</p> <p>We are writing to express our concerns over the intended extended development of Berkhamsted.</p> <p>Berkhamsted has more than met building targets with new housing by exceeding core strategy by 34% over target all built within 5 years rather than 10 years proposed. I feel Berkhamsted has done more than it's bit.</p> <p>We strongly believe over meeting targets has led to ruining the Town's historic market feel and problems with the infrastructure which will cause continuing problems within the town. Nearest A & E is Watford, Local Post sorting office is gone, Police station is gone, local doctors and dentist lists get more difficult to get an appointment, seats on trains more difficult, the town cannot take the traffic, long extended traffic jams, no parking, schools...</p> <p>Why kill the very soul of the town when we have met our targets already. It's a Historic Market Town, not a new build. Please respect this or everywhere will end up looking the same.</p>

	<p>On this basis I am appealing that Dacorum Borough Council under The Planning Inspector's Core Strategy recommendation, diverts new builds to Hemel Hempstead which the Inspector said was the correct place to focus development which is 21% under target figure.</p> <p>Please respect our Town. We are a historic town which is already feeling over capacitated.</p>
Include files	
Number	Question 46
ID	LPIO7196
Full Name	Paul Seymour
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Sites_Berkhamsted</p> <p>I strongly object to more property builds in Berkhamsted.</p> <p>The stress on schools, parking, doctors etc</p> <p>You need to re think.</p>
Include files	
Number	Question 46
ID	LPIO7198
Full Name	Paula Haycock
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Bovingdon</p> <p>I am objecting to the overdevelopment of our village. Whilst I understand the need for more homes, I feel that Bovingdon isn't the most feasible location.</p> <p>My concerns are the already heavily overused infrastructure in and around the village, the capacity of the local services such as GP surgeries and the local</p>

	<p>primary school and most importantly to me, the extra strain put on the drainage in the village.</p> <p>Our house suffered flooding in September 2016 due to the insufficient drainage system in the village. During heavy rain, water came up through our drains and flooded our house, leaving is homeless for 6 months. If another 400 houses are built on freely draining fields and then linked onto our already under pressure drainage system, I fear the flooding may be a more common occurrence.</p> <p>For those reasons, I believe option 2b be the best for our village.</p>
Include files	
Number	Question 46
ID	LPIO7202
Full Name	Mrs Emma Ball
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 main concerns though are for local infrastructure: medical and educational establishments, parking and roads are all overstretched. As well as these issues, the increased pressure on the railway services into London and MK, Northampton, Birmingham etc will be intolerable. It's is reasonable to presume that numerous expensive family homes or 'executive' apartments will be populated by commuters as little has been done to stimulate local businesses (our high street area has many, many empty properties due to excessive rents - the borough council should be working to support local independent firms but isn't).</p> <p>Please take note of my objection.</p>
Include files	
Number	Question 46
ID	LPIO7204
Full Name	PETER & FELICITY 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>We wish to record our reasons for objecting to the Strategic Plan.</p> <p>(1) Our steep-sided valley town precludes significant developments in:</p> <p>(a) Current and future elderly care provision, and schooling and care of children</p> <p>(b) Improved possibilities for safe movement by car, bicycle, on foot</p> <p>(c) Easing impact of east/west links on infrastructure</p> <p>(2) Reduction in Green belt removes scope for improved air quality, health and well-being, and carbon capture.</p> <p>(3) when snow and ice bound this week the town came to a standstill</p>
Include files	
Number	Question 46
ID	LP107206
Full Name	Joanne O'Sullivan
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 object to any new large developments in Kings Langley due to the lack of planning for services and roads that accompany them.</p> <p>One plan has a planned primary school, none of the others do and the secondary school is currently at capacity as are the primary schools.</p> <p>It is not only the people of Kings Langley it will effect. We have a rural areas nearby that depend on the stretched services in Kings Langley such as GP surgery and schools and what will these people do?</p> <p>I live in Chipperfield and my children attend local schools. Our closest local secondary school is Kings Langley, the second one is St Clement Danes and virtually no children go there as they are a selective school and in a different borough council area. Where will my children go to school?</p> <p>The roads have desperate parking issues and traffic level issues currently and the council seem to keep ignoring these. These issues continue to grow and make living here very difficult. It is difficult to travel through Kings Langley high Street currently due to parking issues. It is almost impossible to find any car parking to go to the high street as the free car park is always full. The road to Hemel Hempstead is so congested that it is impossible to use at peak times and the journey takes a long time. These issues need careful planning and consideration before anymore homes are planned and built in this area specifically.</p> <p>I would need to see a plan that incorporates everything before I decide not to object.</p>

Include files	
Number	Question 46
ID	LPIO7209
Full Name	Anna Penning-Rowsell
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 make the following comments about the proposed development of land south of Berkhamsted:</p> <p>The a41 bypass has no reason to be a natural boundary to the town and indeed houses right next to this main road and away from infrastructure is not desirable to create a sustainable community. The development would be also detrimental to landscape value of the valley.</p> <p>The proposed access routes are through narrow suburban roads not able to withstand high volumes of traffic. They also pass two primary schools which already have routes to school that are made unsafe by the volume and speed of cars.</p> <p>The scale of the development would put huge pressure on local infrastructure already struggling, eg GP services, transport.</p> <p>However, I feel that all of these issues could be potentially ameliorated if it was possible to create innovative, connected developments that had real provision of transport, and other infrastructure, and are not just self contained cul de sac developments at the edge of town where everyone drives everywhere.</p> <p>Also I feel that development should be genuinely mixed, too much development in Berkhamsted results in high value and social housing being built in separate sites</p>
Include files	
Number	Question 46
ID	LPIO7213
Full Name	Mrs Kim Dell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<ol style="list-style-type: none"> 1 All the sites are on Green Belt land. 2 The Village cannot take any more building with the current infrastructure. 3 More building would affect groundwater run off. Bovingdon is built on clay soil over chalk so water is not absorbed into the soil easily and we already suffer flooding in several areas due to this. 4 The local school, the doctors surgeries etc. are at capacity. 5 There is little employment in Bovingdon which would mean more traffic on Box Lane, already the busiest B road in Herts and constantly suffers traffic jams.
Include files	
Number	Question 46
ID	LPIO7215
Full Name	Sylvia Simmonds
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 lived in Bovingdon since 1976 and have watched the village grow and it is now beyond capacity.</p> <p>Before any new developments are considered there needs to be a programme for a new infrastructure. Issues such as a new school, improved health facilities and addressing the car parking problem in the High St need to be addressed before any new developments should be considered.</p> <p>As I live in Green Lane I am also concerned about the impact of an increase in traffic there with any new proposals. Green Lane used to be green now it is littered with parked cars, it is still a bus route and an increase in traffic is going to make driving up and down it hazardous.</p>
Include files	
Number	Question 46
ID	LPIO7216
Full Name	Sylvia Simmonds
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 lived in Bovingdon since 1976 and have watched the village grow and it is now beyond capacity.

	<p>Before any new developments are considered there needs to be a programme for a new infrastructure. Issues such as a new school, improved health facilities and addressing the car parking problem in the High St need to be addressed before any new developments should be considered.</p> <p>As I live in Green Lane I am also concerned about the impact of an increase in traffic there with any new proposals. Green Lane used to be green now it is littered with parked cars, it is still a bus route and an increase in traffic is going to make driving up and down it hazardous.</p>
Include files	
Number	Question 46
ID	LPIO7217
Full Name	Mr Grant McDonald
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 connection to the proposed development of various new houses in the Bovingdon area. I feel strongly that the small village of Bovingdon is simply unable to cope with the demand of the proposed plans with our current infrastructure. It will fall extremely negatively on the overall community</p>
Include files	
Number	Question 46
ID	LPIO7219
Full Name	Denise Wait
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 proposed builds would increase the population and cars by 25%. This will have significant impact on the safety, pollution and congestion of the village and its current residents. We do not have the infrastructure to cope with another 450 homes, schools are at capacity. The impact on the GP services will no doubt affect their ability to look after patients properly. Dentists will also struggle.</p> <p>And finally. The village for as long as I can remember has been plagued by flooding and even with the work</p>

	<p>done some years ago flooding does occur. The loss of Green Belt will increase flood risk in particularly at the Ryder Memorial. Earlier this year areas of the village were impassable due to flooding and will worsen if the wrong build choice is made.</p> <p>Save our village - please don't make a choice that will result I. The loss of Green Belt, increased congestion, increased traffic noise, poor air quality, reduced road safety, increased flooding, over subscribed school and Nhs services that won't cope. Option 2B is my choice</p>
Include files	
Number	Question 46
ID	LP107222
Full Name	Mr & Mrs J Cohen
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 would like to clearly object to the planning of 4 of the proposed sites for the following reasons.</p> <p>A) These sites are all green belt... Recently a rejection of travellers using land in the village was turned down one of the reasons was due to Green belt.. in these cases what is green belt ?? These sites are either Green belt or not..</p> <p>B) increasing the village by a further 450 is approx 25% more homes</p> <p>c) the infrastructure isnt here to allow a further 450 homes (approx 2000 more people) ie doctors dentist , school places ...parking and congestion throughout the village is massive issue at present.. 7 Year's ago the parish council set up a committee to try and deal with this. We are no further on today, double yellow lines have been laid only on one corner , but no traffic wardens to enforce drivers take no notice.</p> <p>D) schools - Bovingdon is a 2 form entry school which has been and is currently full from village children. How could the school grow bigger without an expansion ? At present we are not able to get a place in our closest by road school (Hemel Hempstead) but we can access Kings Langley and Ashlyns However with the 1000 homes proposed in Kings Langley and 1000 homes proposed in Berkamstead, where will the existing children go to Secondary school without any additional 1400 approx children if we have the proposed homes built here ? And let alone the Primary school Children, with Boxmoor, Chipperfield and King Langley primary already oversubscribed again where will these children go to school.</p> <p>E) Last September 2016 we had a massive storm which impacted on the village where lots of houses were</p>

	flooded. The amount of additional water and sewerage from the proposed houses to be built , that increase would be massive which our current infrastructure cant presently handle.
Include files	
Number	Question 46
ID	LPIO7223
Full Name	Mr & Mrs J Cohen
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 would like to clearly object to the planning of 4 of the proposed sites for the following reasons.</p> <p>A) These sites are all green belt... Recently a rejection of travellers using land in the village was turned down one of the reasons was due to Green belt.. in these cases what is green belt ?? These sites are either Green belt or not..</p> <p>B) increasing the village by a further 450 is approx 25% more homes</p> <p>c) the infrastructure isnt here to allow a further 450 homes (approx 2000 more people) ie doctors dentist , school places ...parking and congestion throughout the village is massive issue at present.. 7 Year's ago the parish council set up a committee to try and deal with this. We are no further on today, double yellow lines have been laid only on one corner , but no traffic wardens to enforce drivers take no notice.</p> <p>D) schools - Bovingdon is a 2 form entry school which has been and is currently full from village children. How could the school grow bigger without an expansion ? At present we are not able to get a place in our closest by road school (Hemel Hempstead) but we can access Kings Langley and Ashlyns However with the 1000 homes proposed in Kings Langley and 1000 homes proposed in Berkamstead, where will the existing children go to Secondary school without any additional 1400 approx children if we have the proposed homes built here ? And let alone the Primary school Children, with Boxmoor, Chipperfield and King Langley primary already oversubscribed again where will these children go to school.</p> <p>E) Last September 2016 we had a massive storm which impacted on the village where lots of houses were flooded. The amount of additional water and sewerage from the proposed houses to be built , that increase would be massive which our current infrastructure cant presently handle.</p>
Include files	
Number	Question 46
ID	LPIO7224

Full Name	Mr & Mrs J Cohen
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 would like to clearly object to the planning of 4 of the proposed sites for the following reasons.</p> <p>A) These sites are all green belt... Recently a rejection of travellers using land in the village was turned down one of the reasons was due to Green belt.. in these cases what is green belt ?? These sites are either Green belt or not..</p> <p>B) increasing the village by a further 450 is approx 25% more homes</p> <p>c) the infrastructure isnt here to allow a further 450 homes (approx 2000 more people) ie doctors dentist , school places ...parking and congestion throughout the village is massive issue at present.. 7 Year's ago the parish council set up a committee to try and deal with this. We are no further on today, double yellow lines have been laid only on one corner , but no traffic wardens to enforce drivers take no notice.</p> <p>D) schools - Bovingdon is a 2 form entry school which has been and is currently full from village children. How could the school grow bigger without an expansion ? At present we are not able to get a place in our closest by road school (Hemel Hempstead) but we can access Kings Langley and Ashlyns However with the 1000 homes proposed in Kings Langley and 1000 homes proposed in Berkamstead, where will the existing children go to Secondary school without any additional 1400 approx children if we have the proposed homes built here ? And let alone the Primary school Children, with Boxmoor, Chipperfield and King Langley primary already oversubscribed again where will these children go to school.</p> <p>E) Last September 2016 we had a massive storm which impacted on the village where lots of houses were flooded. The amount of additional water and sewerage from the proposed houses to be built , that increase would be massive which our current infrastructure cant presently handle.</p>
Include files	
Number	Question 46
ID	LPIO7225
Full Name	Mr & Mrs J Cohen
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 would like to clearly object to the planning of 4 of the proposed sites for the following reasons.</p> <p>A) These sites are all green belt... Recently a rejection of travellers using land in the village was turned down one of the reasons was due to Green belt.. in these cases what is green belt ?? These sites are either Green belt or not..</p> <p>B) increasing the village by a further 450 is approx 25% more homes</p> <p>c) the infrastructure isnt here to allow a further 450 homes (approx 2000 more people) ie doctors dentist , school places ...parking and congestion throughout the village is massive issue at present.. 7 Year's ago the parish council set up a committee to try and deal with this. We are no further on today, double yellow lines have been laid only on one corner , but no traffic wardens to enforce drivers take no notice.</p> <p>D) schools - Bovingdon is a 2 form entry school which has been and is currently full from village children. How could the school grow bigger without an expansion ? At present we are not able to get a place in our closest by road school (Hemel Hempstead) but we can access Kings Langley and Ashlyns However with the 1000 homes proposed in Kings Langley and 1000 homes proposed in Berkamstead, where will the existing children go to Secondary school without any additional 1400 approx children if we have the proposed homes built here ? And let alone the Primary school Children, with Boxmoor, Chipperfield and King Langley primary already oversubscribed again where will these children go to school.</p> <p>E) Last September 2016 we had a massive storm which impacted on the village where lots of houses were flooded. The amount of additional water and sewerage from the proposed houses to be built , that increase would be massive which our current infrastructure cant presently handle.</p>
Include files	
Number	Question 46
ID	LPIO7226
Full Name	Mr & Mrs J Cohen
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 would like to clearly object to the planning of 4 of the proposed sites for the following reasons.</p> <p>A) These sites are all green belt... Recently a rejection of travellers using land in the village was turned down one of the reasons was due to Green belt.. in these cases what is green belt ?? These sites are either Green belt or not..</p>

	<p>B) increasing the village by a further 450 is approx 25% more homes</p> <p>c) the infrastructure isnt here to allow a further 450 homes (approx 2000 more people) ie doctors dentist , school places ...parking and congestion throughout the village is massive issue at present.. 7 Year's ago the parish council set up a committee to try and deal with this. We are no further on today, double yellow lines have been laid only on one corner , but no traffic wardens to enforce drivers take no notice.</p> <p>D) schools - Bovington is a 2 form entry school which has been and is currently full from village children. How could the school grow bigger without an expansion ? At present we are not able to get a place in our closest by road school (Hemel Hempstead) but we can access Kings Langley and Ashlyns However with the 1000 homes proposed in Kings Langley and 1000 homes proposed in Berkamstead, where will the existing children go to Secondary school without any additional 1400 approx children if we have the proposed homes built here ? And let alone the Primary school Children, with Boxmoor, Chipperfield and King Langley primary already oversubscribed again where will these children go to school.</p> <p>E) Last September 2016 we had a massive storm which impacted on the village where lots of houses were flooded. The amount of additional water and sewerage from the proposed houses to be built , that increase would be massive which our current infrastructure cant presently handle.</p>
Include files	
Number	Question 46
ID	LPIO7228
Full Name	Mr Matthew Saul
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	There is not adequate infrastructure to support the development of the proposed number of housing and inevitable increased numbers of residents and vehicles. The volume of traffic is already an issue throughout the day within the area, trains are already overcrowded no matter what time you travel. Me and numerous other commuters are wholly dependent on this train service for continued employment. This proposal is a direct threat to my livelihood.
Include files	
Number	Question 46
ID	LPIO7229
Full Name	Dr Allan 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>We are residents in Bovingdon and experience locally how much the village is stretched. The village services are at near capacity for education, drainage and capacity to cope with onstreet parking. The village High Street is severely congested with car parking and with heavy lorries and buses and delivery vans now. It is also adjacent to the local Academy. Any further expansion of the village would pressure even more.</p> <p>If the village is necessary to expand we would prefer that no addition be made to encroachment of the Green Belt.</p> <p>Before any details are planned a careful survey of surface drainage is necessary. This is because there are dry valleys in the village and experience shows that there are a number of places surface run-off can cause flooding in heavy rain in bad weather.</p>
Include files	
Number	Question 46
ID	LPIO7230
Full Name	Dr Allan 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>We think that if it is necessary to move into the Green Belt, that the option Bov-h1 at Grange Farm offers the best site for any further development. The facilities suggested cover important provision for old people and pre-schooling. It also provides good all round access to transport without having to add to village traffic problems.</p>
Include files	
Number	Question 46
ID	LPIO7231
Full Name	Dr Allan Brown
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Bov-h2 (Homefield) and Bov-h3 (Louise Walk) both will add to pressure on the bottom of Green Lane and at the junction of High Street and Church Street which needs improvement now and has poor vision for site lines. Travel from these sites are the natural direction down Green Lane.
Include files	
Number	Question 46
ID	LPIO7232
Full Name	Dr Allan Brown
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Bov-h2 (Homefield) and Bov-h3 (Louise Walk) both will add to pressure on the bottom of Green Lane and at the junction of High Street and Church Street which needs improvement now and has poor vision for site lines. Travel from these sites are the natural direction down Green Lane. Bov-h3 (Louise Walk) and Bov-h4 (Duckhall Farm) will be too small to offer the suggested facilities at Grange Farm. They will have difficulty to access the adjacent main road which is already very busy.
Include files	
Number	Question 46
ID	LPIO7233
Full Name	Dr Allan Brown
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Bov-h3 (Louise Walk) and Bov-h4 (Duckhall Farm) will be too small to offer the suggested facilities at Grange Farm. They will have difficulty to access the adjacent main road which is already very busy.
Include files	
Number	Question 46
ID	LPIO7234
Full Name	Mr Keiran O'Connor
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 state my objection to the proposed use of Green Belt sites in Kings Langley.</p> <p>The lack of suitable road and public transport to cope with an increased population.</p> <p>The loss of the identity and character of Kings Langley village</p> <p>The village burden on amenities such as Schools and medical services.</p>
Include files	
Number	Question 46
ID	LPIO7236
Full Name	Mr & Mrs Macdonald
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 objecting to these plans. It would be over development as Bovingdon is a village and could not cope with such an increase in housing. No infrastructure improvements appear to be planned which would put a strain on the drainage/sewer system, increasing the risk of flooding in the High street. There are already severe parking and traffic problems. Both Doctors surgeries are at capacity as is the School which has no space on site to expand.</p>
Include files	
Number	Question 46
ID	LPIO7237
Full Name	Mr & Mrs Macdonald
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Bov-h1 Grange Farm would affect us as we back directly onto the farm fields. We bought this house 12years because of its rural views--sheep, cattle, hayfields- which we would lose. We understood that as it is Green Belt it could not be built on -Green Belt should remain just</p>

	that. There would be a loss of habitat for Deer, Pheasant and other wild life.
Include files	
Number	Question 46
ID	LPIO7238
Full Name	Mrs A Banister
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 is with great concern & disbelief that I read the propositions for more housing in Bovingdon! It is not more housing we need, nor another village hall, though a nursery would be nice. However the schools is already over -subscribed, the doctors surgeries & dentists are full & overflowing. The local secondary schools are full. The road infrastructure is already bursting & parking in the village is near impossible now. The local hospital is full to over-flowing.</p> <p>The building of the Moody estate (where I live) has already put too much pressure on the village.</p> <p>All of the suggestions for building houses are using Green Belt Land. I thought the idea of this is to protect our village from overgrowth/joining up with nearby towns & villages.</p> <p>I know that more housing is needed in the UK but surely the way forward is to build new towns & villages, along with facilities like hospitals, schools for all ages, new doctors surgeries, making new jobs for GP's, roads that can cope with 2 or 3 cars pre house, yes a village hall & cycle paths, play areas. Oh & car parks big enough to stop cars over-whelming the village centres.</p> <p>The way forwards is NOT to overwhelm current villages such as Bovingdon, King's Langley & Chipperfield.</p> <p>New towns & villages would be exciting NOT destructive.</p>
Include files	
Number	Question 46
ID	LPIO7239
Full Name	Mr David Wachs
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We have lived and worked in Kings Langley and Hemel Hempstead since 1992.

	<p>We have raised 3 boys here.</p> <p>We have loved our precious area.</p> <p>The development of Apsley has particularly affected the area with greater congestion and overcrowding in the Kings Langley High Street and entrance onto the M25. With the development of the A4251 bypass, the government introduce a massive level of noise pollution to our green area.</p> <p>We are vehemently apposed to the new homes development plan.</p> <p>Please please do not proceed.</p> <p>Thank you very much.</p>
Include files	
Number	Question 46
ID	LPIO7240
Full Name	Mr David Wachs
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 have lived and worked in Kings Langley and Hemel Hempstead since 1992.</p> <p>We have raised 3 boys here.</p> <p>We have loved our precious area.</p> <p>The development of Apsley has particularly affected the area with greater congestion and overcrowding in the Kings Langley High Street and entrance onto the M25. With the development of the A4251 bypass, the government introduce a massive level of noise pollution to our green area.</p> <p>We are vehemently apposed to the new homes development plan.</p> <p>Please please do not proceed.</p> <p>Thank you very much.</p>
Include files	
Number	Question 46
ID	LPIO7241
Full Name	Penny Clifton
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 been a resident of Berkhamsted since 1996 and seen the town grow considerably in that time.</p> <p>I have read the Dacorum local plan with alarm, and would like to add my comments. I feel that the demands placed on Berkhamsted are unreasonable and unsustainable for the following reasons.</p> <ol style="list-style-type: none"> 1 The geography of the town makes any further growth unsustainable in terms of local traffic., The main road lies along a narrow valley bottom, with narrow Victorian roads on either side. The traffic situation is already impossibly congested in peak hours and cannot be easily rectified due to the town's layout. 2.The town does not have the necessary infrastructure. This applies to all public services including schools, dentists and doctors, as well as sewerage. Anyone currently trying to get a doctor's appointment is experiencing long delays and this shows no sign of improvement. <ol style="list-style-type: none"> 1 The denigration of the green belt. The infill uses green belt sites which surely should be protected. Once built on, they can never be reclaimed. The town is on the doorstep of an Area of Outstanding Natural Beauty, and it is inappropriate to build up a major town so close to the AONB. 2 The town cannot, and does not, provide enough employment meaning that residents will need to travel to work. The bus services to neighbouring towns are inadequate and peak hour trains to London are very overcrowded. Commuters wishing to travel by car might typically use the A41 - one of the most dangerous roads in the area. Accessing the A41 in peak hours from Shootersway is extremely difficult due to long queues forming. 3 It is my understanding that the town has already taken more than its fair share of new housing developments compared with the rest of the borough.
Include files	
Number	Question 46
ID	LPIO7242
Full Name	Penny Clifton
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>While I have focussed on Berkhamsted, the town I know best, I also have more general concerns about development in Dacorum:</p> <ol style="list-style-type: none"> 1 The excessive development of the borough is leading to London 'creep' . We only have to look at what has happened in the east of the county to see how a once semi-rural area has been transformed into an extension of the London suburbs out towards Stevenage and beyond. I dont believe any Dacorum resident would wish to see this for our borough. There is now a real danger of a huge suburban development that extends from Watford out to Aylesbury and beyond to Bicester and Oxford - an awful thought as it adversely affects an attractive of area of the south east of England and - most importantly - the Chilterns. 2 There seems to be no strategic overview of the entire situation - instead this is a reactive plan to housing needs. Hemel Hempstead was designed as a 'city in a park' in response to the 1940's demands for new housing. I feel strongly that our planning system should be doing the same again now - in other words, it should be identifying an area where a new town can be built and where the proper infrastructure can be provided. Milton Keynes is a perfect example. The piecemeal development of this plan, and an increase in housing stock imposed on already overstretched and crowded towns is unsustainable and poorly planned. It is particularly unfair on smaller towns like Berkhamsted. <p>I feel that Dacorum should be proud that it has preserved so much of its distinctive character and that this should be taken into consideration far more. A rush to fill the 'green gaps', to increase the number of houses - and thus people and cars - will damage the attractive nature of the borough, which is appreciated by its residents and visitors alike. It will undoubtedly adversely affect the quality of life for us all.</p> <p>I hope that my comments will be taken into consideration.</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 46</p>
<p>ID</p>	<p>LPIO7246</p>
<p>Full Name</p>	<p>Mrs Kim Dell</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>I would like to state my preferred option to the local plan is option 2B for the following reasons:</p> <ol style="list-style-type: none"> 1 All the sites are on Green Belt land.

	<p>2 The Village cannot take any more building with the current infrastructure.</p> <p>3 More building would affect groundwater run off. Bovingdon is built on clay soil over chalk so water is not absorbed into the soil easily and we already suffer flooding in several areas due to this.</p> <p>4 The local school, the doctors surgeries etc. are at capacity.</p> <p>There is little employment in Bovingdon which would mean more traffic on Box Lane, already the busiest B road in Herts and constantly suffers traffic jams.</p>
Include files	
Number	Question 46
ID	LPIO7248
Full Name	Annette 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 write to register my objection to building on greenbelt land in and around Kings Langley as described in the Core Strategy document.</p> <p>The document describes Kings Langley parish as being able to support 50 new homes and yet within the options detailed there are proposals to build hundreds of homes in the parish on green belt land.</p> <p>When work commitments meant moving to the area we chose to live here because of the size of the village, the sense of community and proximity to the countryside. The proposed building on the 4 locations around the village erodes that.</p> <p>In the time were lived in Kings Langley the traffic had increased significantly. The A4251 is regularly at a standstill through the village and there is often gridlock on the roads leading from it. Increasing population would only make that worse. There is no way of improving the road capacity in and around the village, chaos will ensue. When the school building work was going on at KLS the plant and delivery lorries caused huge amounts of disruption and damage on Vicarage Lane. This would happen again, only worse, if the green belt sites are developed.</p> <p>KLS and the primary school are already over subscribed. The schools cannot support more children and travelling to other schools only adds to the traffic.</p> <p>Trains from KL are ridiculously overcrowded. More people equates to more commuter misery.</p> <p>The green spaces around us make our area special. It also brings health benefits to us all, not just in the form of exercise but in the way the plants help to make our air cleaner. Get rid of the green spaces and we're hit two ways - fewer trees and more fumes. Our children want to grow up with this available.</p>

	<p>Now homes, an industrial estate and a shopping centre are not tenable in Kings Langley.</p> <p>As a country we have space for more houses and industry. In parts of the country many houses are unoccupied. We do not need to urbanise current villages in a way which becomes a vicious circle where building increases demand. We should fight for more distributed working practices not encourage South centric behaviours.</p>
Include files	
Number	Question 46
ID	LPIO7249
Full Name	Annette 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>Finally I must mention Wayside Farm. A fabulous example of a farmer who had the initiative and vision to come up with a plan to achieve something despite the declining dairy industry. Now we have the amazing raw milk, chance to experience the farm and the shop. it's an incredible place and a vital part of our village.</p>
Include files	
Number	Question 46
ID	LPIO7251
Full Name	Jacky Drake
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 strongly opposed to the inclusion of site Be-h-3 Ivy House Lane. The distance of this small field from shops, schools, the station and other transport links would make residents heavily car dependent in an area with limited vehicular access.</p> <p>Ivy House Lane is a hilly, winding, largely single track rural lane with a small number of passing places only one of which is wide enough to allow a domestic vehicle and a lorry/bus/ refuse vehicle to pass each other. The steeply sloping or hedged boundaries of the lane make it difficult for pedestrians and the, rare, cyclist to be passed by vehicles even if a length of pathway is provided as part of the site development. Without road widening, on commencement of development, a traffic</p>

	<p>management system is likely to be required over the extensive single track area to allow heavy vehicles to move freely.</p> <p>Access to Berkhamsted town and the wider world from Ivy House Lane is over a single track railway bridge with no footpath and beyond that either through conservation area streets narrowed by parked cars or over a single track canal bridge and another country lane narrowed to a single track by parked cars associated with the recent Townsend Gate development. This option seems unlikely to provide value for money in terms of housing units/infrastructure investment/damage to the environment.</p>
Include files	
Number	Question 46
ID	LPIO7252
Full Name	Jacky Drake
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 lived in Berkhamsted for 30 plus years and have personal experience of the issues arising from the level of development over those years; development which has accelerated recently. In particular the wait for a doctor appointment, overcrowding on peak time trains, inability to park in the town, time required to travel through town due to weight of traffic, traffic congestion in side roads etc. etc</p> <p>The Berkhamsted infrastructure is struggling and I believe that development in Berkhamsted should be limited to the current commitment and no more.</p>
Include files	
Number	Question 46
ID	LPIO7254
Full Name	Monica Roake
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We have closely considered the various options and the associated proposed development sites in Bovingdon.

	<p>We are very much concerned regarding:-</p> <p>(a). The loss of Green Belt which seems to conflict with Dacorum's core strategy ("to minimise impact on green belt and safeguard the countryside"). It is stating the obvious that once built on the green belt is gone forever.</p> <p>(b). Community Services.</p> <p>Bovingdon Academy is at or near capacity with no room to expand.</p> <p>Doctors and dentists are at or near capacity and additionally one of the medical practices is shared with Kings Langley and would therefore be doubly impacted regarding the potential development sites there also.</p> <p>(c). Lack of infrastructure</p> <p>Increasing the number of homes without addressing Bovingdons major traffic congestion and parking problems will make both far worse and exacerbate the negative impact on local businesses, air quality, road safety and quality of life.</p> <p>(d). Environmental impact</p> <p>Such proposed/potential large increases in homes, population and cars means more pollution, increased water abstraction and further extreme pressures on the drainage and sewerage systems in the village plus increased flood risk particularly adjacent to the Ryder Memorial.</p> <p>The above comments apply generally to the village as a whole.</p>
Include files	
Number	Question 46
ID	LPIO7256
Full Name	Monica Roake
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	However even at this stage it is possible to predict very substantial pressures on the Green Lane area, with 3 out of the 4 proposed/ potential development sites having entry/exist points on to Green Lane with potential increases overall of 320/350 houses.

	<p>This could likely mean say 600/700 additional cars using what is already a very busy and dangerous thoroughfare. Particularly between Louise Walk and High Street it is impossible for vehicles (which include buses and large commercial vehicles) to pass in opposite directions. Parking prohibition could help (but not eradicate the problem) but where could these cars be parked? I am sure it would not be desirable for further front gardens to be turned into parking lots.</p> <p>Another point concerning Green Lane is sewerage. We live in Louise Walk, immediately adjacent to Green Lane and presently there are only 2 other houses in Louise Walk. Even with only 3 houses (with say 10 inhabitants in all) we can, from both the historical view- we have lived here for 25 years - and very recent experience confirms substantial pressure on the sewerage infrastructure.</p>
Include files	
Number	Question 46
ID	LPIO7257
Full Name	Monica Roake
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Without substantial infrastructure developments any significant development in Bovington is NOT sustainable and will negatively impact the quality of life in our village. Certainly an increase of c.25% in total homes in the village is unthinkable.
Include files	
Number	Question 46
ID	LPIO7259
Full Name	Mr Phillip Armstrong
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am aware of the above proposal and I consider the effect of the proposals listed for Tring will have a devastating effect on what is a small historic market town in the Chilterns surrounded by the Chiltern Area of

	<p>Outstanding Natural Beauty in addition to protected Green Belt land.</p> <p>The town is not equipped for any major new development and DBC should maintain the Green Belt, as is their obligation, and the character of Tring Town and the surrounding area.</p> <p>Tring already struggles with the lack of hard and social infrastructure e.g. traffic congestion through the narrow roads, lack of car parking in the Town and the railway station, inadequate transport links, schools, doctors surgeries and the like. How is it going to cope with more major development? How much of this development and the promises of improvement therein can DBC actually directly control and deliver?</p> <p>The proposals are insensitive and reckless adding to urban sprawl in a Town ill equipped to cope.</p> <p>DBC should look at other towns far better equipped and which have been designed and planned to cope with expansion e.g. Hemel Hempstead.</p>
Include files	
Number	Question 46
ID	LPIO7262
Full Name	Mr Phillip Armstrong
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 strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring for the following reasons:</p> <ul style="list-style-type: none"> • It is adjacent to Chiltern Area of Outstanding Natural Beauty • It is Green Belt providing a green corridor / buffer into Tring town • It is the gateway site and visual opening to Tring town from the main access of the A41 • The site was overwhelmingly rejected for development last time • The development will be unwanted urban sprawl • If the existing petrol filling and Tesco supermarket are maintained Tring has no need for further • Development of the these fields with their established and mature hedgerow supporting a variety of wildlife will be a tragic loss • Development can only add further to traffic congestion and pollution making the A41 more akin to a motorway and Cow Lane requiring reconstruction • No plans are apparent for changes and improvements to the hard and social infrastructure of the Town e.g. schools, doctors surgeries, buses, car parking, Tring station

	<ul style="list-style-type: none"> • It will be another loss of valuable and viable farmland • It will be loss of a designated Wildlife site
Include files	
Number	Question 46
ID	LPIO7263
Full Name	Anthony Batkin
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 foresee many problems arising from increased housing development as you have proposed.</p> <p>All my reasons stem from the last large increase in housing of the Moody Homes estate, the Associated housing for STAFF that was originally built for The Mount Prison</p> <p>of which Bovingdon Village is still paying the price.</p> <p>So I write with existing experience my Ojections</p> <p>Reasons for not building:</p> <p>INFRASTRUCTURE needs to be in place prior to anything else being done and to counter existing problems and will negatively impact the quality of life within Bovingdon village....</p> <ul style="list-style-type: none"> • Building will create more flooding elsewhere due to lots of clay base, in and around Bovingdon. <p>Drainage and sewage (Infrastructure)</p> <ul style="list-style-type: none"> • Lack of Infrastructure (as previous problem with Moody Estate) • Pre-school will not be sufficient.(Infrastructure) • Medical services -Doctors and Dentists- within Bovingdon (Infrastructure) • Emergency services already a problem at certain times and dates.(Infrastructure) • Box lane is already a liability for traffic (the main route to Bovingdon) • Box Lane water system/sewage undeveloped • Little Hay was turned down for housing development due to traffic conditions etc does this not get counted into the equation. • Lack of local parking in and around Bovingdon now. (Infrastructure) <p>* Bovingdon has no Industry.....</p> <p>Most village people that live in Bovingdon work outside the village with public transport being not fit for</p>

	<p>purpose, therefore villagers require their own transport and need house parking facilities, with most houses now having an average of 2 cars this will most certainly become an additional major problem.(although already a problem)</p> <p>* Disabled parking-none in Bovingdon on any major road. (one disabled parking at village hall for village hall-for village hall)</p> <p>* To widen any roads, place traffic lights, roundabouts will not resolve problems for traffic control caused by extra housing. especially as the newly build 'old age home' and new 'Supermarket (Tesco site) will bring extra traffic in and out of Bovingdon shortly.</p> <p>* Increase personnel within Bovingdon Village will increase 'lorry status' which is already at maximum status.</p> <p>* Lorries are already due to 'Sat navs' using alternative roads/lanes that are NOT suitable for large lorries.</p>
Include files	
Number	Question 46
ID	LPIO7267
Full Name	Tracy Lilburn
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 reasons are that I chose to live in Kings Langley as it was a village and as such still has a sense of community that you don't have in towns. I enjoy that when you approach the village you came through green belt areas such as by the Wayside Farm and that when I go for a walk with my dogs I have a short walk before I am in the countryside.</p> <p>The character of the village is why I chose to live here and to increase its size, allowing the village to join up with other areas will lose the current identity of the village and will lose its character. Village life should be exactly that. Any proposals to increase the size of the village would make it almost like a small town rather than a village and this should be opposed.</p> <p>The joining up of areas i.e. using up green areas for building will lose Kings Langley's character of a village atmosphere, green spaces close to the village centre, as sense of community which towns do not offer. This is the reasons why so many people live here and to change that character through the coalescence with other areas should be opposed and I object to any building in this area for that reason.</p>

	<p>I would also state that building in Shendish is NOT Hemel Hempstead despite the postcode but is very much part of Kings Langley. Allowing Kings Langley to be swallowed up to Hemel Hempstead in this manner who be terrible for Kings Langley also and particularly its damaging to it character as a village.</p> <p>I also do not think that the arterial roads or services could cope with such developments but I appreciate that this may not hold sway with your strategic decision making. I do however think that making the severely congested roads even more congested would affect the character of the village. To have a High Street completely blocked by traffic queuing to join the M25 or queuing to get through the village High Street from the M25 will ruin the character too: eating/drinking in the High Street will be very unpopular and the sense that the High Street as the centre of the village will be eroded if it cannot be reached due to weight of traffic for prolonged periods twice a day.</p> <p>In summary, I object to building in Kings Langley and favour the options of increasing the Dacorum towns but not to the detriment of neighbouring villages.</p>
Include files	
Number	Question 46
ID	LP107268
Full Name	Alan Pepper
Company / Organisation	
Position	
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 am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring for the following reasons:</p> <ul style="list-style-type: none"> • Green belt- important green corridor into town. • This site was overwhelmingly rejected for redevelopment previously. • Not necessary to put industrial units and warehouses near the town. • Would create traffic congestion and pollution in the town. • Infrastructure issues – no plans for schools, medical facilities and car parking in Tring. • Loss of valuable farmland.
Include files	

Number	Question 46
ID	LPIO7269
Full Name	Barbara Pepper
Company / Organisation	
Position	
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 am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring for the following reasons:</p> <ul style="list-style-type: none"> • Green belt- important green corridor into town. • This site was overwhelmingly rejected for redevelopment previously. • Not necessary to put industrial units and warehouses near the town. • Would create traffic congestion and pollution in the town. • Infrastructure issues – no plans for schools, medical facilities and car parking in Tring. • Loss of valuable farmland.
Include files	
Number	Question 46
ID	LPIO7271
Full Name	Rachel Sillwood
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>No major development due to lack of infrastructure</p> <p>Comments/Objections;</p> <p>In the medium to longer term we need more homes, especially affordable homes, to help sustain the village but there should be no major building until the infrastructure is addressed and resolved as a priority.</p> <p>Development without infrastructure is not an option as this would exacerbate already existing issues in Bovingdon including constant High St congestion, poor drainage and risk of flooding, insufficient places at</p>

	Bovingdon school (the only school in the village,) and already over subscribed health services, doctors and dentists. In addition this will put yet more pressure on the B4505 (Chesham Road/ Hempstead Road and Box Lane) which is already the busiest road in Hertfordshire.
Include files	
Number	Question 46
ID	LPIO7275
Full Name	Mrs Shelley 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>Having struggled unsuccessfully most of the afternoon with your website, I wish to make a few points about the plans for the expansion of Tring.</p> <p>Tring</p> <ol style="list-style-type: none"> 1 Tring is a classic Market Town. The commercial and cultural hub is in the centre. The town is FULL. Traffic currently has difficulty moving through the centre, and through the main roads to the centre. There is insufficient parking for the existing cars throughout the town. Due consideration must be given to any expansion as the town will not be viable, and would certainly lose the aspect of a Market Town. 2 Development should not be greater than the government's own target. What you have proposed is far beyond that. 3 Because parking at Tring Station is already FULL by 8.30 am, there is no scope for more commuters to live in the town. 4 With reduced numbers of houses, there should be no need to encroach on the Green Belt, whose reasons for existence are still as important as ever. As is acknowledged, it is the green spaces which make living in a town like Tring so pleasant. Why destroy something which is only good and positive? <p>It would be beneficial to the Borough if elected representatives listened to their constituents instead of just following party lines.</p>
Include files	
Number	Question 46
ID	LPIO7276
Full Name	Felicity 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>I want to register my objection to the Dacorum Local Plan which is proposing the building of an additional 1600 new homes in Berkhamsted and Northchurch in addition to the 600 homes that are currently being built.</p> <p>The current situation in Berkhamsted is as follows:</p> <ul style="list-style-type: none"> - the town is pretty much at a complete standstill during all peak travel times - between 7.45am to 9am and from 3pm to 6pm. - due to this heavy traffic, the cut-throughs such as Chesham Road, Charles Street and Shootersway become extremely heavy with fast moving traffic trying to escape the High Street queues. In particular Chesham Road where numerous fast vehicles whiz up it right over the crossing into the back of Victoria School, a serious accident waiting to happen. I have seen near misses with infant school aged children on numerous occasions. - you are unable to get a car parking space anywhere in town on Fridays and Saturdays, and it is a struggle on the other days. - you are unable to get a car parking space in the station car park if you arrive after 7.45am in the morning on a week day, and then unable to park anywhere else (see above). - when I phone to make a doctors appointment at the GPs (on Boxwell Road) for either myself or my two children (8 and 6), I will always be told the first scheduled appointment is 2 to 3 weeks away. - the town only has one good sized supermarket, Waitrose, where the costs are out of the reach of most ordinary families who are doing a large weekly shop. - my daughter is at school at Thomas Coram, where they have had to double the number of classes in her year to 4 due to the towns population surge. How will this play out when this year group goes to Ashlyns?
Include files	
Number	Question 46
ID	LPIO7277
Full Name	Felicity 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>I would also like to comment and strongly object to the site proposed at the top of Ivy House Lane, the area I live in and have the most experience of in terms of access and environment:</p> <ul style="list-style-type: none"> - Ivy House Lane is in the most part a rural single file one track country lane. In these sections only one car can drive up it at a time. This means if a car comes the other way, it can be extremely difficult to negotiate passing, and often means 1 or more cars reversing a significant way down the lane to let the oncoming vehicle pass. Assuming the occupants of the 150 homes proposed own at least 1 car per household, that would increase the traffic on that lane to a completely unsustainable level where I believe it would become almost impossible to drive from one end of the other at peak times.. - the two bridges at the Berkhamsted end of the road - over the railway tracks and over the canal - are also one car only. The traffic is already of significant risk to any pedestrians who happen to be crossing the road when a car goes over as the bridges at the same time. The bridges are so narrow the car goes dangerously close to walkers. I experience this myself every day when walking my 8 year old and 6 year old to school. Meantime we are told all the time by the schools and council we should be walking to school and never drive. - Ivy House Lane is impassable in winter weather - and in fact currently has not been accessible for anyone other than the most foolhardy of drivers since the Sunday morning snow fall. The bin men couldn't get here on Monday morning. - due to the road's slope towards Sunnyside Church combined with its widening at this point, as residents we have found many cars speed up to dangerous levels as they approach Sunnyside church. However due to both the church and Sunnyside Preschool located within it, there are frequently elderly parishioners and small toddlers/parents crossing the bottom of Ivy House Lane. I have witnessed many near misses of speeding cars and vulnerable pedestrians, and in particular one incredibly near miss that I believe would have ended up in a fatality on May 6th 2017, when a speeding car of joy riders going at about 60 mph lost control, almost hit a young toddler ballet dancer crossing the road with her mother, and screeched to a halt (leaving 12 feet long skid marks across the railway bridge that are still there) about 6 inches from our car as we were sitting at the end of Bank Mill Lane waiting to turn right up Ivy House Lane. I reported this incident to Hertfordshire Police

	<p>when it happened, who sent patrols up and down the road for a few days as a deterrent.</p> <p>I urge you to see common sense - come and take a walk around Berkhamsted in park times and similarly up Ivy House Lane, and it could not be clearer that adding 1600 houses and potentially 3000 to 4000 people into this town is completely unsupportable.</p>
Include files	
Number	Question 46
ID	LPIO7285
Full Name	Mr Ray Mathews
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 comments on the Local Plan are:</p> <p>If, as I accept, new houses/businesses need to be built in the Tring area, then all new development must be in keeping with the current the environment which is generally a low rise and low density environment. Structures such as the hideously unattractive Kodak building or the high density housing estates of Aylesbury must be avoided. New developments should follow the more pleasant, and attractive, low rise style thus preserving the true rural, low horizon, outlook which we all enjoy today. Equally hideous are the two blocks of flats recently built in Brook Street in Tring. I sincerely hope they do not represent the beginnings of a of a 'stack 'em high, pack 'em close' approach to planning in Tring or anywhere else.</p> <p>It is important to not repeat the mistakes of the past i.e. new houses/businesses should not be simply attached to existing developments. This approach leads to laziness and cost paring on the part of the planners and developers in that they don't have to think about designing and implementing new infrastructure systems. They simply 'add on' and stretch/overload already stretched infrastructure systems. New developments should be detached from existing developments and new infrastructure designed to support them must be provided.</p> <p>Much more emphasis should be given to infrastructure – schools, hospitals, roads, sewage, drains, electricity supplies, digital communications, transport. The exhibition at Pendley Manor dismissed these by saying they were not the responsibility of the planning system. In fact, the exhibition did not once mention the provision of fast broadband or increases to parking facilities. Fast broadband is absolutely essential to modern businesses and homes and there should be a focus on providing it to any development. As a country we are far behind</p>

	<p>many other countries in the world as a supplier of fast broadband and thus there should be great concentration on this aspect of any new development. I asked one of the Council representatives about this and he professed no knowledge of any plans. Heaven help us!</p> <p>It might give a modicum of confidence in local planners and councillors if the exhibition material at Pendley Manor was to have spelt the name of my village correctly! It is repeated on their display material many times as "Wiggington" whereas the correct spelling is "Wigginton".</p> <p>I would be happier with, and have more confidence in, the Local Plan if I thought that current infrastructure assets were being well planned and managed. They are clearly are not. Tring car parks are nearly full; the car parking spaces are at the absolute minimum even though cars are getting bigger; the road through Tring High Street is in a disgusting state of repair (as are most roads in Dacorum); the traffic flow through Tring is appalling – many drivers simply stop to deliver even small parcels, causing horrendous tailbacks in both directions. Some active police enforcement/management of parking restrictions is needed.</p> <p>I have tried to use simple words in the above instead of jargon. It may sound a little harsh but the messages are, I think, clear. I would be happy to debate further as part of this process because I am desperately keen to preserve the culture of our local environment whilst acknowledging the need for additional housing, industry and infrastructure.</p>
Include files	
Number	Question 46
ID	LPIO7286
Full Name	C.J and M Roake
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 refer to the above, comments on which are required by 13 December 2017.</p> <p>We have closely considered the various options and the associated proposed development sites in Bovington.</p> <p>We are very much concerned regarding:-</p> <p>(a). The loss of Green Belt which seems to conflict with Dacorum's core strategy ("to minimise impact on green belt and safeguard the countryside"). It is stating the obvious that once built on the green belt is gone forever.</p> <p>(b). Community Services.</p>

	<p>Bovingdon Academy is at or near capacity with no room to expand.</p> <p>Doctors and dentists are at or near capacity and additionally one of the medical practices is shared with Kings Langley and would therefore be doubly impacted regarding the potential development sites there also.</p> <p>(c). Lack of infrastructure</p> <p>Increasing the number of homes without addressing Bovingdons major traffic congestion and parking problems will make both far worse and exacerbate the negative impact on local businesses, air quality, road safety and quality of life.</p> <p>(d). Environmental impact</p> <p>Such proposed/potential large increases in homes, population and cars means more pollution, increased water abstraction and further extreme pressures on the drainage and sewerage systems in the village plus increased flood risk particularly adjacent to the Ryder Memorial.</p> <p>The above comments apply generally to the village as a whole.</p> <p>Without substantial infrastructure developments any significant development in Bovingdon is NOT sustainable and will negatively impact the quality of life in our village. Certainly an increase of c.25% in total homes in the village is unthinkable.</p>
Include files	
Number	Question 46
ID	LPIO7288
Full Name	C.J and M Roake
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>However even at this stage it is possible to predict very substantial pressures on the Green Lane area, with 3 out of the 4 proposed/ potential development sites having entry/exist points on to Green Lane with potential increases overall of 320/350 houses.</p> <p>This could likely mean say 600/700 additional cars using what is already a very busy and dangerous thoroughfare. Particularly between Louise Walk and High Street it is</p>

	<p>impossible for vehicles (which include buses and large commercial vehicles) to pass in opposite directions. Parking prohibition could help (but not eradicate the problem) but where could these cars be parked? I am sure it would not be desirable for further front gardens to be turned into parking lots.</p> <p>Another point concerning Green Lane is sewerage. We live in Louise Walk, immediately adjacent to Green Lane and presently there are only 2 other houses in Louise Walk. Even with only 3 houses (with say 10 inhabitants in all) we can, from both the historical view- we have lived here for 25 years - and very recent experience confirms substantial pressure on the sewerage infrastructure.</p>
Include files	
Number	Question 46
ID	LP107291
Full Name	Tony Carne
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 object in the strongest terms to the proposed sites BOV-h 1, 2, 3 and 4 in the Dacorum Core Strategy and to state my preference is <u>Option 2B</u></p> <p>Specifically I would make the following comments</p> <ul style="list-style-type: none"> • The proposal conflicts with Central Government's and Dacorum's Core Strategy to "<i>minimise impact on Green Belt</i>" and "<i>safeguard the countryside</i>". • The main 'B' road from Hemel to Bovingdon is already the busiest in Hertfordshire and these proposals would see an major increase in traffic which will only add to the existing problems facing the village with regards to parking, road safety and air quality. Significant investment is already required to solve these problems before any more housing is built. <p>Community services in the village are already at maximum and this would need to be addressed before any increase in housing.</p> <p>Currently the village has environmental issues with regard to water abstraction, drainage/sewer system and localised flooding particularly at the Ryder Memorial and Hempstead Road entering the village (near proposed BOV-h4 site). Without significant investment and modernisation increase in housing to the level proposed</p>

	<p>would have significant impact on quality of life for the existing community.</p> <p>The proposals would represent a 25% expansion of the village which in itself is likely to course a significant and unreasonable impact on the quality of life on the existing community made worse by the no plans to either improve the existing inadequate infrastructure.</p> <p>No plans to ensure that the significant revenues generated by the development of these sites returns taxed income to the community. It is already apparent that the land owners are developing these sites through self-owned corporations to minimise “costs”.</p> <p><u>These sites are being proposed and pushed by land owners seeking to turn Green Belt in to building land and return huge profits to them and the developers. Dacorum is ready to except these proposals through convenience, to satisfied their own obligations to central government, rather than development the numerous brownfield sites within the borough. By proposing these developments Dacorum are showing a blatant disregard towards the impact on the village and the wider community.</u></p>
Include files	
Number	Question 46
ID	LPIO7292
Full Name	Ian and Claire Field
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 to the release of the Dacorum Local Plan, and as Bovingdon residents, we would like to submit the following comments.</p> <p>Whilst we accept that Dacorum (and indeed the whole of the UK) needs to plan for a growing population, our concerns with these particular plans are the following:</p> <p>Loss of Green Belt. We are concerned that the proposals would take four sites out of the Green Belt. This would be in direct conflict of your Core Strategy to “minimise impact on the Green Belt” and “safeguard the countryside.”</p> <p>Lack of Infrastructure.As residents of the village we are fully aware of how we are already subjected to high traffic levels, most notably on the Hempstead & Chesham Road and our High Street. The latter is often gridlocked during peak school and work hours and there is currently no provision for adequate parking to accommodate current car numbers resulting in bottlenecks and significant safety issues on the High Street. Any additional cars which will be part of the proposed residential developments would funnel more</p>

	<p>traffic onto these key roads resulting in significant further congestion, safety concerns and reduced air quality.</p> <p>1 Community Services.Our village has an excellent primary academy but this is already at bursting point with fully subscribed classes. Additional houses in the village would put this under an even larger strain unless there are plans to invest heavily in expanding the school. Without this investment in local infrastructure, future generations of Bovingdon children are faced with not being able to go to their local school.</p> <p>General Environmental impact.Any of the developments proposed would increase pollution and place pressure on the drainage/ sewerage system. As you are no doubt aware, Bovingdon suffered from significant flooding recently which majorly affected several roads in the heart of the village resulting in families being moved to temporary accommodation. Clearly the village cannot take any further strain on its infrastructure without adequate provisions being addressed.</p> <p>Without infrastructure improvements prior to development, any level of significant residential development in Bovingdon is not sustainable and will negatively impact the quality of life in our Village. We are a Village, not a Town (small or otherwise) and we need to protect any expansion carefully. A 25% increase in the size of the village would take it beyond bursting point.</p>
Include files	
Number	Question 46
ID	LPIO7296
Full Name	Dr & Mrs Perkins
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 comments and concerns regarding the Dacorum Local Plan and the Bovingdon Site Options in particular.</p> <ul style="list-style-type: none"> Bovingdon High Street already experiences severe traffic congestion and the village as a whole suffers from a lack of parking spaces. Additional homes will only serve to exacerbate these problems. Proposals Bov-h2 and Bov-h3 in particular will put major pressure on the junction between Green Lane and the High Street. There have been a number of incidents of cars and vans mounting the kerb at these junctions and parking in hazardous locations putting children and elderly people in particular at risk. Further housing development will increase hazards for road users and pedestrians

	<p>and pose a major threat to the safety of schoolchildren.</p> <ul style="list-style-type: none"> • • The proposed developments will have a significant impact on the Green Belt and the natural environment it seeks to protect. Trees and hedgerows not only contribute to greater biodiversity and a richer ecosystem but they also play a significant role in reducing flood risk. The area around Green Lane and the Ryder Memorial experienced severe flooding in the autumn of 2016. Removing trees and hedgerows and replacing with roads and pavements will increase the level of run-off in areas which drainage systems are already under strain. Climate change is leading to more frequent and intense rainfall events and we need to retain natural defences, particularly in areas which have experienced flooding in recent years. • There is no mention of infrastructure such as the Primary Academy, doctors surgeries and dental practices. Public transport connecting the village to nearby towns has also declined in frequency in recent years. Any new development should only be considered in conjunction with improvements to these essential services - not just the potential items mentioned in the various options.
Include files	
Number	Question 46
ID	LP107298
Full Name	Catherine Marriott
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 strongly opposed to the plans affecting Tring under the references Tr-h1 to Tr-h6.</p> <p>Tring is a small market town adjacent to the Chilterns AONB and surrounded by agricultural land and open countryside. As I understand it, most of these developments are on greenbelt land.</p> <p>These plans will create an urban sprawl around the town, damaging the countryside and will dramatically change the nature and character of this market town.</p> <p>The town's infrastructure cannot cope with such an increase in population these plans will bring. Tring School is already one of the largest schools in the county and all of the junior schools are full. The plans in no way cater for the increase in numbers these plans will bring. They only pay lip-service to education and healthcare</p>

	<p>facilities in the town. We now only have 1 GP surgery in the town and they will not be able to cope with the increase in patient numbers. Also the social care available in small markets towns is poor as care agencies do not wish to be based in these areas. The plans talk about our location and the good travel links we have. There is no mention of improving the train station and there is no mention of the traffic congestion these plans will cause in the town itself. Such a large increase in population will cause more traffic congestion and therefore, more pollution. Tring has a small narrow high street so the town needs to remain in keeping with this and remain small.</p> <p>We are fortunate to live in a small country market town. These plans will destroy valuable farmland around the town, will destroy wildlife habitats and place impossible pressures on the town and it's facilities. If we continue to destroy farm land we have forcing the decline of a valuable industry making us more reliant on imported food. Now is the time to say enough to building and we need to protect our countryside. Everything reaches its limit and Tring has reached its limit with regard to new building. Tring</p>
Include files	
Number	Question 46
ID	LPIO7299
Full Name	Catherine Marriott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Tr-h5 (Dunsley Farm) provides a green corridor into the town, which these plans will destroy. I also believe plans for this specific site have previously been rejected. I believe it is wrong to destroy up to 12 acres of countryside land and use it for industrial units and warehouses. This would be completely out of character with the rest of the town. Dunsley Farm (Tr-H5)</p> <p>Tr-h5 (Dunsley Farm) provides a green corridor into the town, which these plans will destroy. I also believe plans for this specific site have previously been rejected. I believe it is wrong to destroy up to 12 acres of countryside land and use it for industrial units and warehouses. This would be completely out of character with the rest of the town.</p>
Include files	
Number	Question 46
ID	LPIO7301

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 write as residents who have lived in Berkhamsted for 50 years. Having attended a number of recent meetings regarding future housing development, we are fearful and dismayed by the prospect of excessive numbers houses being built in our town.</p> <p>Our reasoning is based on the following points:</p> <ol style="list-style-type: none"> 1 Berkhamsted has already delivered double the number of homes required by the 2006 plan. 2 Significant strain on infrastructure ie congested roads, parking, pollution, drains, poor water pressure, schools, GP surgeries, hospital provision, social care and social housing. 3 Berkhamsted lies in a steep-sided valley. As the proposed development is largely on top of the hills either side, the residents there will not walk or cycle into town, but drive only adding to congestion. 4 Green Belt should be preserved as much as possible. <p>Otherwise wildlife will be impacted and the existing beautiful environment spoiled.</p>
Include files	
Number	Question 46
ID	LPIO7339
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>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p>

Sections of this consultation suggest that to support the 5 year housing land supply would immediately require Green Belt releases. Obviously 5 year housing land supply needs to be located but the consultation document indicates that DBC have ill-conceived ideas of how to do this. The headline principle should include the wording, "within urban capacity". Export to another Council area should not be rejected, specifically the St Albans land east of Hemel. There are many more permutations for growth distribution, but clearly DBC have carried out a simple arithmetic exercise and restricted the options offered to fit with favoured promoted land sites. Over the first 10 years of the current Core Strategy Berkhamsted have exceeded by a massive 34%. All this without any improvements in infrastructure. In contrast, Hemel has developed at a rate some 21% below the target figure. All the shortfall that DBC claim we need to pick up in the new plan comes from failure to concentrate on the Hemel developments. Such disparities within Dacorum must be taken into account when assessing development numbers and site options. Hemel Hempstead, Berkhamsted and Tring have quite different topographical characteristics and infrastructure constraints/needs which should be recognized when considering housing allocations between them. Housing distribution should not be a proportional arithmetical exercise. Development should go where it can be most suitably placed and least harmful. Any additional development over and above that already planned for in Berkhamsted would be disastrous given the town's infrastructure constraints and current deficits. As the Planning Inspector stated in his Core Strategy report, development in Berkhamsted "has to be balanced against the need to protect the town's historic character and setting" and excessive growth in Berkhamsted proposed in all but one of the options on the table does not do this. Central Government's policy on Green Belt is clear – "demand for housing alone will not change Green Belt boundaries" (letter to MPs from Minister of State for Housing and Planning – June 2016) – and the commitment to protecting Green Belt has been repeated many times, including by the Chancellor in his recent budget speech. The reason the rate of build in Berkhamsted is so high is a simple function of demand from the developers who generate the highest profit margins building in Berkhamsted. This demand is not a reason to focus even more development on Berkhamsted and under Government policy cannot lead to Green Belt boundary changes. Of the options put forward, **Option 1B** is the only one that would be acceptable for Berkhamsted.

BRAG RESPONSE TO Q46 - FULL DOC ATTACHED

Question 46 Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?
Yes

General Comment:

This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when

combined could have a significant negative impact on, for example, water, pollution etc. it is the cumulative impact of development past, present and that proposed in the immediate and neighbouring area on sustainability which should be assessed.

NB this is particularly the case for Berkhamsted which has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are ‘putting the cart before the horse’ in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early “partial review” which needed to include an assessment of “the role and function of the Green Belt affecting Dacorum, including long term boundaries”, but the Inspector also made it clear that “more significantly” the review had to assess “the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.” In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see <http://www.nosouthberkhamstedconcept.com/wpcontent/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-DBC-SMVA-2016.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out ‘blind’ of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends

that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand. A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation prior to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended. However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch. Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion. Proposed Approaches are set out – and then ignored in the selection of sites for development. There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

At the consultation stage of the Core Strategy, Dacorum Planning Department make a number of strong statements of principle relating to the Berkhamsted Spatial Strategy which are being overturned in the current proposals without reason or explanation. Many of the sites now proposed are specifically identified in the Berkhamsted Vision Diagram as being “Sensitive Valley Sides”. The Emerging Core Strategy states:

Built Character

- The open valley sides would be particularly sensitive to the effects of new development.
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low density.

Key views

□ The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban gateways.

Berkhamsted Vision

□ New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

□ The settlement is linear in form and follows the valley topography. New development should respect this broad structure.

The open valley sides and ridge top locations are especially sensitive to new building and development in these locations

will not be supported. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such

as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41

Bypass will not represent the natural southern boundary to the town.

□ The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect

its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types

and building heights. Progressively lower density development is encouraged further away from the high-density town

centre and conservation area. This approach will reinforce the existing character and quality of areas.

Particular emphasis

is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open

countryside of the Green Belt.

Social and personal welfare

□ Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the

need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is delivered. Its strong character,

setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban

area.

Economic prosperity

Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic buildings. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre. Importantly the Core Strategy (endorsed by Councillors) rejected a number of sites in Berkhamsted giving detailed reasons for rejection – yet just a few years later Dacorum planning are ignoring these reasons without explanation and putting these very sites forward for development. The reasons previously given for rejection still hold good and itemised under each of the sites below.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt boundary.
- Development would be highly visible from this prominent ridge top location.
- Erosion of buffer between bypass and existing built up area.
- Poor relationship to town centre services and facilities, employment land and station.
- Important transition area between the town and open countryside would be damaged.
- This could also set a precedent for further development of land southwards to the A41.
- Not well related to existing housing.
- Visual impact on important gateway to town from A416 and A41.
- Proximity of A41 bypass.
- Potential impact on the setting of Ashlyn's Hall.

In addition BRAG makes the following objections
This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous

Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper

Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and

undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the

outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- o Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides

- o up to the A41.

- o The loss of productive farm land.

- o Impact on the Green Gateway into the town – impact on transition area from urban to countryside

- o The land is not well related to existing services and facilities in the town centre.

- o Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult

- o Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in

- o place

- o Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.

- o The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and

- o any potential to upgrade it.

- o Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage

movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- o The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range

- o of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or

are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile

extra stress on the already creaking infrastructure. In particular:

Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251

Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions

Parts of this ridge top location would be highly visible from AONB land and intrusive

Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'

Suggestion of new primary school – rejected by DBC at Core Strategy Inquiry. Does not fit with education strategy.

Secondary school places inadequate

Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'

Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from it.

Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.

Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers

to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been addressed.

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
- Important issue – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private car.”
- Berkhamsted railway station and commuter line to Euston is already at full capacity.
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from

commercial surveyors relating to local retail provision not being a sustainable option

- Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices

- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they

have already identified the difficulties in accessing the town and facilities – will either massively increase congestion

and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted

- Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to

habitats including Long Green wildlife site and Brickhill Green wildlife site

- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an

ideal area to plant more trees and expand existing woodland rather than creating more pollution.

- Suggestions of managed woodland doubtful – who would have responsibility

- Area of Archaeological significance affects part of the land

- Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block

wildlife corridor even more

Be-h2 Haslam Fields, Shootersway

Core Strategy identified the following reasons against development on this site

- Site is insufficient on its own, but could be phased with other land.

- Site is part of the open transition area between the town and the wider countryside.

- New building could set a precedent for further development of land southwards to the A41.

- Site is too small to offer scope for additional town-wide leisure space.

In addition BRAG makes the following objections

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution

- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town

- Increased car use and growth in level of greenhouse gas emissions

- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at LA4.
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
- Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
- Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h3 Land at Ivy House Lane

Core Strategy rejected this option for the following reasons

- Proximity to Chilterns AONB.
- Strong countryside/Green Belt boundary would be breached.
- Impact on valley sides and important dry valley location.

In addition BRAG makes the following objections

- Fails to meet Berkhamsted Vision
 - o facilities and services not accessible
 - o Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
- Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
- Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
- AONB currently separated from development at Hunters Park by this open agricultural area
- Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
- Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
- Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous junction.
- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane bridges.
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
- No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
- Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be ignored.

Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site

Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h4 Land between Durrants Lane / Bell Lane / Darr's Lane (two sites)

Core Strategy rejected this option for the following reasons

- Strong countryside boundary.
- Impact on landscape/Chilterns AONB.
- Impact and visibility of development on valley sides.
- Poor relationship to town centre services and facilities, employment land and station.

In addition BRAG makes the following objections

- Fails to meet Berkhamsted Vision
 - o facilities and services not accessible
 - o Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
- Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
- Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
- Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion

and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of

journeys would be made by car

Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would

not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

Site falls within area of Archaeological significance

Adjacent to Chilterns AONB

Suggestion of potential new primary school – not part of Berkhamsted education policy

Lack of secondary school capacity – Ashlyns School

Same arguments on accessible housing – distance from facilities and services

Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic

surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which

are 1:11, cycling is accepted not to be a realistic alternative form of transport.

Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently,

12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If

applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not

promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas

put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and

further afield are good but usage, for any purpose, remains low.

Be-h5 Land at Lockfield, New Road, Northchurch

Core Strategy identified the following reasons against development on this site

Site is insufficient on its own, but could be phased with other land.

Some distance from the town centre.

Next to the Chilterns AONB.

Site is too small to offer scope for additional town-wide leisure space.

The canal bridge on New Road is narrow and results in poor pedestrian access to local facilities.

Visually prominent site.

- Proximity to railway line.
 - Impact on setting of the canal.
- In addition BRAG makes the following objections
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary’s School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities

Be-h6 Land adj. to Blegberry Gardens, Shootersway

- Core Strategy identified the following reasons against development on this site
- Some distance from the town centre.
 - Important transition area between the town and open countryside.
 - New building could set a precedent for further development of land to the A41 bypass.
 - Site is too small to offer scope for additional town-wide leisure space.
 - Very close to the A41.

In addition BRAG makes the following objections

- Fails to meet Dacorum or Berkhamsted Vision
- Facilities and services not accessible
- Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
- Situated at ridge top location at a distance from employment, retail, health and community services.
- Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
- Site of archaeological significance
- Not recommended for removal from Green Belt
- Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which

are 1:11, cycling is accepted not to be a realistic alternative form of transport.

Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If

applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not

promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas

put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and

further afield are good but usage, for any purpose, remains low.

Be-h7 Land at Bank Mill Lane

Core Strategy rejected this option for the following reasons

- Encroachment of the urban area along the valley bottom and into adjoining open countryside.
- Distance from the town centre services and facilities, employment land and station.
- Impact on setting of the River Bulbourne.
- Reduction in the degree of separation between the town and Bourne End

In addition BRAG makes the following objections

- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South

Berkhamsted

- Suggestion of provision of local play space – edge of town not a practical site

Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes

....

- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and

services - residents won't be walking and cycling to the town

Be-h8 Berkhamsted Golf Range, The Brickworks, Spring Garden Lane

Site appraisal recommends exclusion from further assessment and retain as green belt

Site lies within CAONB – large-scale development opportunities to be avoided

At a distance from immediate urban edge and would extend town further into countryside

Close to ancient woodland

Loss of leisure facility

	<p><input type="checkbox"/> Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage</p> <p><input type="checkbox"/> Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch</p> <p><input type="checkbox"/> Fails to meet Dacorum or Berkhamsted Vision</p> <p>o facilities and services not accessible</p> <p>o Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town</p> <p><input type="checkbox"/> Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.</p> <p><input type="checkbox"/> Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.</p>
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO7350
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 further homes is, in our view, more than enough, but we understand that is an existing commitment.

BRAG RESPONSE TO Q46 - FULL DOC ATTACHED

Question 46 Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?

Yes

General Comment:

This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when

combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of

development past, present and that proposed in the immediate and neighbouring area on sustainability which should be

assessed.

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in

close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft

Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial

review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long

term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective

co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and,

although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1

& 2) that has proved to be a deeply flawed process (see <http://www.nosouthberkhamstedconcept.com/wpcontent/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-of-the-DBC-SM-16-17.pdf>

for a full

analysis of stage 1). In short, both of the DBC commissioned papers provide textbook examples of 'Confirmation Bias' from a

pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of

land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation prior to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town.

More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development

There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

At the consultation stage of the Core Strategy, Dacorum Planning Department make a number of strong statements of

principle relating to the Berkhamsted Spatial Strategy which are being overturned in the current proposals without reason or explanation. Many of the sites now proposed are specifically identified in the Berkhamsted Vision Diagram as being “Sensitive Valley Sides”.

The Emerging Core Strategy states:

Built Character

- The open valley sides would be particularly sensitive to the effects of new development.
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low density.

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban gateways.

Berkhamsted Vision

- New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure.

The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be supported. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.

- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town

centre and conservation area. This approach will reinforce the existing character and quality of areas.

Particular emphasis
is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare
 Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is delivered. Its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity
 Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic buildings. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre. Importantly the Core Strategy (endorsed by Councillors) rejected a number of sites in Berkhamsted giving detailed reasons for rejection – yet just a few years later Dacorum planning are ignoring these reasons without explanation and putting these very sites forward for development. The reasons previously given for rejection still hold good and itemised under each of the sites below.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt boundary.
- Development would be highly visible from this prominent ridge top location.
- Erosion of buffer between bypass and existing built up area.
- Poor relationship to town centre services and facilities, employment land and station.
- Important transition area between the town and open countryside would be damaged.
- This could also set a precedent for further development of land southwards to the A41.

- Not well related to existing housing.
- Visual impact on important gateway to town from A416 and A41.
- Proximity of A41 bypass.
- Potential impact on the setting of Ashlyn's Hall.

In addition BRAG makes the following objections
This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous
Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper
Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and
undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the
outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically
changed
Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- o Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- o The loss of productive farm land.
- o Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- o The land is not well related to existing services and facilities in the town centre.
- o Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
- o Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
- o Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
- o The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade it.
- o Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle
Site Appraisals all negative issues – mitigation relies on

o The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
- Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Inquiry. Does not fit with education strategy.
- Secondary school places inadequate
- Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
- Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or

isolation from it.

□ Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.

□ Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in

some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not

cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to

be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers

to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems

for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not

happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of

salt. We can find no evidence that this particular issue has been addressed.

□ Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic

surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which

are 1:11, cycling is accepted not to be a realistic alternative form of transport.

□ Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently,

12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If

applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not

promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas

put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and

further afield are good but usage, for any purpose, remains low.

□ Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus

routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling

etc in rush hour or have any significant impact on car journeys

- Important issue – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private car.”
- Berkhamsted railway station and commuter line to Euston is already at full capacity.
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
- Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
- Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more pollution.
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
- Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

Be-h2 Haslam Fields, Shootersway

Core Strategy identified the following reasons against development on this site

- Site is insufficient on its own, but could be phased with other land.
- Site is part of the open transition area between the town and the wider countryside.

- New building could set a precedent for further development of land southwards to the A41.
- Site is too small to offer scope for additional town-wide leisure space.

In addition BRAG makes the following objections

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling
 - in addition the gradient between the town centre and the site may make walking and cycling difficult
- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at LA4.
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
- Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
- Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas

put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h3 Land at Ivy House Lane

Core Strategy rejected this option for the following reasons

- Proximity to Chilterns AONB.
- Strong countryside/Green Belt boundary would be breached.
- Impact on valley sides and important dry valley location.

In addition BRAG makes the following objections

- Fails to meet Berkhamsted Vision
 - o facilities and services not accessible
 - o Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
- Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
- Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
- AONB currently separated from development at Hunters Park by this open agricultural area
- Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
- Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
- Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous junction.
- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane bridges.
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
- No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
- Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in

Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.

- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be ignored.
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h4 Land between Durrants Lane / Bell Lane / Darr's Lane (two sites)

Core Strategy rejected this option for the following reasons

- Strong countryside boundary.
- Impact on landscape/Chilterns AONB.
- Impact and visibility of development on valley sides.
- Poor relationship to town centre services and facilities, employment land and station.

In addition BRAG makes the following objections

- Fails to meet Berkhamsted Vision
 - o facilities and services not accessible
 - o Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely

- Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
- Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
- Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
- Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
- Site falls within area of Archaeological significance
- Adjacent to Chilterns AONB
- Suggestion of potential new primary school – not part of Berkhamsted education policy
- Lack of secondary school capacity – Ashlyns School
- Same arguments on accessible housing – distance from facilities and services
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and

further afield are good but usage, for any purpose, remains low.

Be-h5 Land at Lockfield, New Road, Northchurch

Core Strategy identified the following reasons against development on this site

- Site is insufficient on its own, but could be phased with other land.
- Some distance from the town centre.
- Next to the Chilterns AONB.
- Site is too small to offer scope for additional town-wide leisure space.
- The canal bridge on New Road is narrow and results in poor pedestrian access to local facilities.
- Visually prominent site.
- Proximity to railway line.
- Impact on setting of the canal.

In addition BRAG makes the following objections

- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand

Union Canal and the River Bulbourne”

- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
- Parking difficulties and concerns for safety of children attending St Mary’s School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

Be-h6 Land adj. to Blegberry Gardens, Shootersway

Core Strategy identified the following reasons against development on this site

- Some distance from the town centre.
- Important transition area between the town and open countryside.
- New building could set a precedent for further development of land to the A41 bypass.
- Site is too small to offer scope for additional town-wide leisure space.
- Very close to the A41.

In addition BRAG makes the following objections

- Fails to meet Dacorum or Berkhamsted Vision
- o facilities and services not accessible
- o Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
- Situated at ridge top location at a distance from employment, retail, health and community services.
- Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
- Site of archaeological significance
- Not recommended for removal from Green Belt
- o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the

problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car

Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic

surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which

are 1:11, cycling is accepted not to be a realistic alternative form of transport.

Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently,

12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If

applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not

promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas

put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and

further afield are good but usage, for any purpose, remains low.

Be-h7 Land at Bank Mill Lane

Core Strategy rejected this option for the following reasons

Encroachment of the urban area along the valley bottom and into adjoining open countryside.

Distance from the town centre services and facilities, employment land and station.

Impact on setting of the River Bulbourne.

Reduction in the degree of separation between the town and Bourne End

In addition BRAG makes the following objections

Expansion of town to east - would significantly alter Gateway to Berkhamsted

Located in Berkhamsted Conservation Area

Impact on adjacent AONB

Risk of flooding identified in assessment

Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South

Berkhamsted

Suggestion of provision of local play space – edge of town not a practical site

Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes

....

Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town

Be-h8 Berkhamsted Golf Range, The Brickworks, Spring Garden Lane

Site appraisal recommends exclusion from further assessment and retain as green belt

Site lies within CAONB – large-scale development opportunities to be avoided

At a distance from immediate urban edge and would extend town further into countryside

Close to ancient woodland

Loss of leisure facility

Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage

Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

Fails to meet Dacorum or Berkhamsted Vision

o facilities and services not accessible

o Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town

Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.

Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Include files	BRAG response to Issues Options.pdf
Number	Question 46

ID	LPIO7361
Full Name	Mrs Elizabeth O'Reilly
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 majority of the proposed areas for development in and around Berkhamsted are to be situated on land designated as Green Belt. As stated by you elsewhere, the purpose of this designation is to protect the town it surrounds. In circumstances where Berkhamsted has already been developed to 34% in excess of the target set within the current Core Strategy over the last ten years it is wholly unsustainable for further development to take place in the town not least on land designated as Green Belt.</p> <p>The Town's infrastructure is already under significant pressure and irrespective of initiatives or investment little can realistically be done to relieve that. The geographic nature of the Town's establishment, nestled towards the bottom of a valley, combined with its Victorian/Edwardian pattern of narrow streets with on street parking on steep hills, already makes traffic movement very difficult in Berkhamsted. Cycling and walking are probably practical as much here as anywhere, and yet the geography of the Town means that no proposal based upon use of these methods could be relied upon, particularly from the top of the hill where the proposed developments are (in the main) to be sited. Little can be relied upon to relieve these problems as even where the hills are not steep, and roads are slightly wider, there is the barrier created by the Grand Union Canal and the West Coast mainline railway and parking associated with those commuters. There is little that addresses any of these issues within the consultation document.</p> <p>We believe that the impact of development on other Berkhamsted infrastructure such as schools, doctors surgeries and dentists will be enormous notwithstanding comments made within the consultation documentation that contributions will apparently be made towards further infrastructure provision.</p> <p>We have very real concerns about the impact on traffic of development to the south of the town in circumstances where the railway station is on the north side of the town and where there is only one direct route across the town from south to north – this is inevitably going to cause immense traffic problems. The same concerns apply to train travel where any regular commuter will attest to the frequency with which they already fail to get a seat between London and Berkhamsted and vice versa – more development in the town will not ease the situation for current commuters.</p>

	<p>As just one of many further examples of the impact of such proposed development on current Berkhamsted residents, Greenway Primary School is situated at the end of Crossways off Shootersway on the same site as St Thomas More RC Primary School and close to many of the proposed development sites. Currently children aged 9 and above in the Town are encouraged to walk to school without parents. This is appropriate given the current traffic levels and the training available to children on pedestrian safety. Shootersway is a residential road which has little if no capacity for widening to allow for an increase in traffic caused by development at the sites highlighted within the consultation documentation. However, an increase in traffic along Shootersway throughout the morning peak periods would in our view cause any parent to have serious concerns about allowing children to walk along the narrow pavements of Shootersway to Greenway or St Thomas More and also beyond to Ashlyns.</p> <p>Full letter attached to Q48</p>
Include files	
Number	Question 46
ID	LP107364
Full Name	Mr Nick O'Reilly
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 majority of the proposed areas for development in and around Berkhamsted are to be situated on land designated as Green Belt. As stated by you elsewhere, the purpose of this designation is to protect the town it surrounds. In circumstances where Berkhamsted has already been developed to 34% in excess of the target set within the current Core Strategy over the last ten years it is wholly unsustainable for further development to take place in the town not least on land designated as Green Belt.</p> <p>The Town's infrastructure is already under significant pressure and irrespective of initiatives or investment little can realistically be done to relieve that. The geographic nature of the Town's establishment, nestled towards the bottom of a valley, combined with its Victorian/Edwardian pattern of narrow streets with on street parking on steep hills, already makes traffic movement very difficult in Berkhamsted. Cycling and walking are probably practical as much here as anywhere, and yet the geography of the Town means that no proposal based upon use of these methods could be relied upon, particularly from the top of the hill where the proposed developments are (in the main) to be sited. Little can be relied upon to relieve these problems as even where the hills are not</p>

steep, and roads are slightly wider, there is the barrier created by the Grand Union Canal and the West Coast mainline railway and parking associated with those commuters. There is little that addresses any of these issues within the consultation document.

We believe that the impact of development on other Berkhamsted infrastructure such as schools, doctors surgeries and dentists will be enormous notwithstanding comments made within the consultation documentation that contributions will apparently be made towards further infrastructure provision.

We have very real concerns about the impact on traffic of development to the south of the town in circumstances where the railway station is on the north side of the town and where there is only one direct route across the town from south to north – this is inevitably going to cause immense traffic problems. The same concerns apply to train travel where any regular commuter will attest to the frequency with which they already fail to get a seat between London and Berkhamsted and vice versa – more development in the town will not ease the situation for current commuters.

As just one of many further examples of the impact of such proposed development on current Berkhamsted residents, Greenway Primary School is situated at the end of Crossways off Shootersway on the same site as St Thomas More RC Primary School and close to many of the proposed development sites. Currently children aged 9 and above in the Town are encouraged to walk to school without parents. This is appropriate given the current traffic levels and the training available to children on pedestrian safety. Shootersway is a residential road which has little if no capacity for widening to allow for an increase in traffic caused by development at the sites highlighted within the consultation documentation. However, an increase in traffic along Shootersway throughout the morning peak periods would in our view cause any parent to have serious concerns about allowing children to walk along the narrow pavements of Shootersway to Greenway or St Thomas More and also beyond to Ashlyns.

Full letter attached to Q48

Include files	
Number	Question 46
ID	LPIO7386
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. 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>46 – Sites referred to in the Schedule of Site Appraisals For sites in Bovingdon and Berkhamsted the Councils would like to engage on the potential transport and infrastructure implications as Dacorum BC continues to develop its evidence base on these matters.</p> <p>FULL DOC ATTACHED</p>
Include files	Chiltern & S Bucks DC Response to Dacorum BC 13 12 2017 HH
Number	Question 46
ID	LPIO7396
Full Name	Mr Francis Watson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>e) I am deeply concerned about the site at Wayside Farm. This is a real working farm with a wonderful herd of Jersey cows and one of only two in the whole county. Once we leave the EU we will have to produce more of our food and therefore farms will become ever more important. The thought of building house and industrial outlets on this farm is just not acceptable to the village. I am not sure why it has been suggested that industrial units should be included on this site is beyond me since there empty office and factory spaces elsewhere in the area.</p>
Include files	
Number	Question 46
ID	LPIO7398
Full Name	Mr Francis Watson
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 long standing resident of Kings Langley (51 years), I am writing to you to express my deep concerns about the prospective sites for additional housing in and around the village. As you will accept, the changes over half a century have already been dramatic with the village expanding considerably during that time.</p> <p>My main points of objection to the 4 sites mentioned in the Strategic Plan are as follows:</p> <ol style="list-style-type: none"> 1 a) Loss of public amenity in the form of Green Belt, which is currently in place. 2 b) Loss to the ever dwindling wildlife in those areas highlighted. 3 c) Additional road traffic problems in Kings Langley would cause serious complications as traffic is currently almost at capacity. The High Street is impossible to drive down without difficulty. Any additional traffic will just make the roads undriveable, making getting to local shops, schools, doctor's and dental appointments unworkable. In addition to local traffic, the area also suffers for motor vehicles trying to get to the M25 and M1 motorways. Parking in and around the village is appalling and if this should get worse it will mean that our local shops will suffer. The A41 bypass was built to alleviate this problem which quite clearly it has not. <p>d) Air quality will deteriorate further with additional cars on the road which undoubtedly will occur with any additional house building. I now suffer from asthma which has been partially caused by poor air quality.</p> <ol style="list-style-type: none"> 1 f) I object to the continued urban spread of the county. Kings Langley is still a village of which the inhabitants are very proud and we do not want to be connected geographically to either Watford or Hemel Hempstead. 2 g) None of the Green Belt areas involving Kings Langley (including Shendish) are suitable sites for additional house building for the reasons mentioned above and I trust that the DBC will listen to the public on this point.
Include files	
Number	Question 46
ID	LPIO7400
Full Name	Mr Francis Watson
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 long standing resident of Kings Langley (51 years), I am writing to you to express my deep concerns about the prospective sites for additional housing in and around the village. As you will accept, the changes over half a century have already been dramatic with the village expanding considerably during that time.</p> <p>My main points of objection to the 4 sites mentioned in the Strategic Plan are as follows:</p> <ol style="list-style-type: none"> 1 a) Loss of public amenity in the form of Green Belt, which is currently in place. 2 b) Loss to the ever dwindling wildlife in those areas highlighted. 3 c) Additional road traffic problems in Kings Langley would cause serious complications as traffic is currently almost at capacity. The High Street is impossible to drive down without difficulty. Any additional traffic will just make the roads undriveable, making getting to local shops, schools, doctor's and dental appointments unworkable. In addition to local traffic, the area also suffers for motor vehicles trying to get to the M25 and M1 motorways. Parking in and around the village is appalling and if this should get worse it will mean that our local shops will suffer. The A41 bypass was built to alleviate this problem which quite clearly it has not. d) Air quality will deteriorate further with additional cars on the road which undoubtedly will occur with any additional house building. I now suffer from asthma which has been partially caused by poor air quality. 1 f) I object to the continued urban spread of the county. Kings Langley is still a village of which the inhabitants are very proud and we do not want to be connected geographically to either Watford or Hemel Hempstead. 2 g) None of the Green Belt areas involving Kings Langley (including Shendish) are suitable sites for additional house building for the reasons mentioned above and I trust that the DBC will listen to the public on this point.
Include files	
Number	Question 46
ID	LPIO7401
Full Name	Mr Francis Watson
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 long standing resident of Kings Langley (51 years), I am writing to you to express my deep concerns about the prospective sites for additional housing in and around the village. As you will accept, the changes over half a century have already been dramatic with the village expanding considerably during that time.</p> <p>My main points of objection to the 4 sites mentioned in the Strategic Plan are as follows:</p> <ol style="list-style-type: none"> 1 a) Loss of public amenity in the form of Green Belt, which is currently in place. 2 b) Loss to the ever dwindling wildlife in those areas highlighted. 3 c) Additional road traffic problems in Kings Langley would cause serious complications as traffic is currently almost at capacity. The High Street is impossible to drive down without difficulty. Any additional traffic will just make the roads undriveable, making getting to local shops, schools, doctor's and dental appointments unworkable. In addition to local traffic, the area also suffers for motor vehicles trying to get to the M25 and M1 motorways. Parking in and around the village is appalling and if this should get worse it will mean that our local shops will suffer. The A41 bypass was built to alleviate this problem which quite clearly it has not. <p>d) Air quality will deteriorate further with additional cars on the road which undoubtedly will occur with any additional house building. I now suffer from asthma which has been partially caused by poor air quality.</p> <ol style="list-style-type: none"> 1 f) I object to the continued urban spread of the county. Kings Langley is still a village of which the inhabitants are very proud and we do not want to be connected geographically to either Watford or Hemel Hempstead. 2 g) None of the Green Belt areas involving Kings Langley (including Shendish) are suitable sites for additional house building for the reasons mentioned above and I trust that the DBC will listen to the public on this point. 3 e) I am deeply concerned about the site at Wayside Farm. This is a real working farm with a wonderful herd of Jersey cows and one of only two in the whole county. Once we leave the EU we will have to produce more of our food and therefore farms will become ever more important. The thought of building house and industrial outlets on this farm is just not acceptable to the village. I am not sure why it has been suggested that industrial units should be included on this site is beyond me since there empty office and factory spaces elsewhere in the area.
Include files	
Number	Question 46
ID	LPIO7402

Full Name	Mr Francis Watson
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 long standing resident of Kings Langley (51 years), I am writing to you to express my deep concerns about the prospective sites for additional housing in and around the village. As you will accept, the changes over half a century have already been dramatic with the village expanding considerably during that time.</p> <p>My main points of objection to the 4 sites mentioned in the Strategic Plan are as follows:</p> <ol style="list-style-type: none"> 1 a) Loss of public amenity in the form of Green Belt, which is currently in place. 2 b) Loss to the ever dwindling wildlife in those areas highlighted. 3 c) Additional road traffic problems in Kings Langley would cause serious complications as traffic is currently almost at capacity. The High Street is impossible to drive down without difficulty. Any additional traffic will just make the roads undriveable, making getting to local shops, schools, doctor's and dental appointments unworkable. In addition to local traffic, the area also suffers for motor vehicles trying to get to the M25 and M1 motorways. Parking in and around the village is appalling and if this should get worse it will mean that our local shops will suffer. The A41 bypass was built to alleviate this problem which quite clearly it has not. <p>d) Air quality will deteriorate further with additional cars on the road which undoubtedly will occur with any additional house building. I now suffer from asthma which has been partially caused by poor air quality.</p> <ol style="list-style-type: none"> 1 f) I object to the continued urban spread of the county. Kings Langley is still a village of which the inhabitants are very proud and we do not want to be connected geographically to either Watford or Hemel Hempstead. 2 g) None of the Green Belt areas involving Kings Langley (including Shendish) are suitable sites for additional house building for the reasons mentioned above and I trust that the DBC will listen to the public on this point. 3 e) I am deeply concerned about the site at Wayside Farm. This is a real working farm with a wonderful herd of Jersey cows and one of only two in the whole county. Once we leave the EU we will have to produce more of our food and therefore farms will become ever more important. The thought of building house and industrial outlets on this farm is just not acceptable to the village. I am not sure

	why it has been suggested that industrial units should be included on this site is beyond me since there empty office and factory spaces elsewhere in the area.
Include files	
Number	Question 46
ID	LPIO7412
Full Name	Vanessa Cullum
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Bovingdon's infrastructure is currently at breaking point - the High Street is hugely congested as are the local lanes leading to and from Bovingdon. Hempstead Road, Chesham Road and Box Lane are under severe pressure too.</p> <p>Bovingdon School is close to capacity. And the doctors surgeries and dentists are near capacity. We need big improvements to our village infrastructure if more homes are being proposed, We can't cope now - let alone if 130-450 additional homes are planned over the next 18 years.</p> <p>We already have 90 homes scheduled to be built - with more to come on the site of the former DBC garages in hyde Meadows. We can't take any more homes with major improvements being made</p>
Include files	
Number	Question 46
ID	LPIO7416
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	<p>This exercise is flawed. Although a particular site might be considered to have an insignificant negative impact, the sites when combined could have a significant negative impact on infrastructure, CO2/NOx emissions and traffic congestion .It is the cumulative impact of development past, present and that proposed in the immediate and neighbouring area on sustainability which should be assessed.</p> <p>This is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of</p>

	<p>which are in close proximity to one another and to ongoing and planned developments.</p> <p>All of the proposals will have a negative impact upon; the quality of the life, the urban environment, the cohesiveness of communities, the capacity of the infrastructure, the ability to access hospitals in a reasonable time, traffic congestion and almost certainly education.</p> <p>I would suggest that deeper thought and consideration is warranted.</p>
Include files	
Number	Question 46
ID	LP107422
Full Name	Mr Jim Poulton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Yes, I am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring for, among others, the following reasons</p> <ul style="list-style-type: none"> - this is a beautiful area and the charm of Tring would be greatly diminished by having a built up approach from the A41 vs the green approach today - there is no apparent need for the mentioned new supermarket/petrol station as Tring is well served for those today - the large number of homes proposed would change the character of Tring and create congestion and pollution in the town which has already limited parking and cycling provision <p>Thank you for considering my views. Q46 –</p> <p>Yes, I am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring for, among others, the following reasons</p> <ul style="list-style-type: none"> - this is a beautiful area and the charm of Tring would be greatly diminished by having a built up approach from the A41 vs the green approach today - there is no apparent need for the mentioned new supermarket/petrol station as Tring is well served for those today - the large number of homes proposed would change the character of Tring and create congestion and pollution in the town which has already limited parking and cycling provision <p>Thank you for considering my views.</p>

Include files	
Number	Question 46
ID	LPIO7423
Full Name	Gill and Brian Lerigo
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 Tring residents for the last 42 years and therefore claim some feeling for the key issues affecting our town. These comments address the specific proposal site reference Tr-h1, 'Land to the north of Station Road'.</p> <p>Environment</p> <p>Tring is adjacent to the Chilterns AONB and the fields surrounded by Station Road, Grove Road, Marshcroft Lane and the canal are an essential part of maintaining the individuality of the town as distinct from becoming part of an urban sprawl into the surrounding countryside. This piece of Green Belt land complements the Rothschild estate, now Pendley Manor.</p> <p>Traffic</p> <p>Since the opening of the A41 by-pass to the M25 the route to this trunk road from the east via Station Road and Cow Lane has long since been programmed into the Satnav systems, particularly those of HGVs, so any further increase in traffic along these roads can only increase the accident risk - we do not recall seeing any accident risk assessment figures in the planning document. These roads would certainly not accommodate the inevitable heavy volume of construction traffic required by such an enormous development as is being proposed. A 1000 home development would result in a minimum extra 1500 cars being disgorged on to these roads. Station Road is already hazardous enough due to the presence of a cycle track which is blatantly ignored by many cyclists who choose to use the road. Marshcroft Lane, as a single track lane, is clearly not suitable for any increase in traffic so would have to be rebuilt to highway standards, thus destroying the amenity of another pleasant recreational area. Any rebuilt road would then join Grove Road near the entrance to Grove Road School, thus further increasing accident risk. Increase in traffic along the Station Road corridor would necessarily require controls in the form of traffic lights or roundabouts at the Cow Lane junction (already the scene of frequent road traffic accidents) as well as at any new junctions into the proposed estate. The net effect would be an extension of the 30mph zone all the way to the Station and beyond, obviously at a cost disbenefit to all users.</p> <p>Parking</p>

The increase in up to 1500 -2000 vehicles could not remotely be accommodated within the Tring town centre car parks, unless we are to be blessed with a Berkhamsted - style multi-storey monstrosity. The Station car park is already full by about 0800hrs and more vehicles will only worsen the situation. Let us not pretend the residents of the 'estate' will live near enough to walk there!

Transport

There is reference to a 'bus loop' to serve the estate. The existing bus service is one of the County's most heavily subsidised as it is, and to extend the service would increase running costs beyond the current level of subsidy. Train service frequency and capacity has increased considerably over the last few years to meet demand, it is unlikely to be capable of further increases.

Health

Rothschild House surgery already has some 20,000 patients on the books, so it is difficult to see how another 2000 patients could be added to the lists without seriously affecting the quality of service offered. The same applies to the town's one dental surgery. It cannot be envisaged that NHS England could consider building another surgery when it cannot even maintain existing hospital facilities within Dacorum.

Schools

An additional school population of up to 2000 children could not be accommodated within the existing school provision, neither at Nursery, Primary nor Secondary level. It is difficult to see where the Government will find the funding for new schools at the present time. Tring School itself has already been extended many times to cope with natural increases in population and the need for a new build has been identified many times

Include files	
Number	Question 46
ID	LPIO7428
Full Name	Clive and Susan Adams
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 attended the Memorial Hall in Bovingdon to examine the proposals for future housing development in the area and have considered the options as set out.</p> <p>We are strongly opposed to the loss of any Green Belt land around the village. We feel that it is essential to</p>

	<p>protect the character and size of the villages in this area by restricting any future development to within existing boundaries. The current building development in the village at the top of the High Street and at the top of Vicarage Lane are good examples of existing sites that are being remodelled to provide new living accommodation.</p> <p>The road infrastructure struggles to cope with the volume of traffic at present and any increase would have a grave detrimental affect on the village of Bovington and it`s residents.</p>
Include files	
Number	Question 46
ID	LPIO7430
Full Name	Christine McGinty
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 infrastructure of the village would be severely affected. Box Lane cannot cope with more traffic. On most Saturdays a five minute trip into Hemel regularly takes in excess of 30 minutes at certain times of the day. Last week it took me 2 hrs to to come up Box Lane to the village and Box Lane and the village was grid locked following an incident by the airfield. Had a fire engine or ambulance been required it would have struggled. Increasing the traffic by more housing (most houses have 2 cars) would exacerbate an existing problem.</p> <p>There would be an impact on the doctors and dentists in the village. At a time when we are being asked not to attend A&E departments more people would have no choice but to do so if they cannot get a doctor's appointment if the village population was to increase. Also with the proposed elderly residents home this would put further pressure on the doctors and would also involve more ambulances having to come to the village. Again a concern taking into account the comment above regarding problems reaching the village.</p> <p>The village school is at full capacity and would not be able to cope with more children coming into the village.</p> <p>There is also concerns with regard to the flooding risks in the village. This concern is from personal experience as having been flooded when the soakaway by the prison proved to be inadequate.</p> <p>There is also considerable concerns amongst villagers with regard to parking in the village. At certain times of the day it is extremely difficult to get through the village or find a parking spot and the roads leading to the village are becoming more congested.</p>

	<p>Increasing the population by 25% would bring the village infrastructure to breaking point.</p> <p>Over the years Bovingdon has had to cope with the prison and the Saturday market bringing more traffic into the area. It should not be put under more strain.</p>
Include files	
Number	Question 46
ID	LPIO7432
Full Name	Rowan Scranage
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 offer some feedback regarding the recent consultation for the house building proposals, in particular relating to Kings Langley.</p> <p>Shendish falls within Kings Langley Parish Council. As such there are two proposed greenbelt sites under threat of huge development in Kings Langley (HH-h3 and KL-h3), alongside the other two sites listed in the village (KL-h1 and KL-h3).</p> <p>My Father was chairman of Herts County Council Planning and also for St Albans District Council, I had it drummed into me importance of maintaining the gaps for the environment and the problem of infrastructure. My largest concern other than destroying greenbelt when trying to Jam so many houses into the Kings Langley Area regardless is trying to jam in so many houses is the infrastructure required to support the number of people. The A41 was required to by pass the village due to congestion, currently Kings Langley struggles with the existing traffic never mind adding more. There are a number of physical barriers that make it unworkable, the train line and A41 and would funnel traffic into Kings Langley. In addition we have a shortage of schools, healthcare and transport</p> <p>The proposal at Shendish basically brings Kings Langley and Aspley as a part of Hemel Hempstead without a break, with now the MM25 being the only separation between Watford and Hemel Hempstead.</p> <p>Whilst I appreciate the need for additional housing, the loss of green belt sites is destroying the area for those residents who already live and work here. Many people choose to live in more rural areas and villages such as Kings Langley, as opposed to large towns and cities. By proposing these huge developments the council are in fact taking away the reason many people chose to live here in the first place and creating great urban conurbations without the plan or ability to accommodate the necessary infrastructure or desires of the residents.</p>
Include files	

Number	Question 46
ID	LPIO7435
Full Name	Marco and Leanne Galer-Reick
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 writing to express our grave concern and objection to the proposed Local Plan to build more than 450 new homes in Bovingdon.</p> <p>Bovingdon is a village community which would be changed forever by such a dramatic expansion of the village, an increase of 25%. This would change the village into a small town without providing the necessary infrastructure. Surely you are aware that the local infrastructure is already stretched to its maximum capacity with the roads being blocked most days of the week, especially on Saturdays/market days when Box Lane is a frustrating road to travel on for both locals and visitors. Not only does the market and its visitors cause delays but access for emergency services is questionable and a cause for concern. The High Street and other roads are barely built to cope with current traffic levels and would clearly not be able to cope with more. The local infrastructure has not been improved in the past few decades.</p> <p>The local school is nearing capacity and so are the village doctors and dentists.</p> <p>Even a plan to improve local infrastructure and services would not suffice unless you were to provide those improvements prior to commencing any building work on new homes. A recent meeting at the Bovingdon memorial hall highlighted an overwhelming and practically unanimous objection to add any new homes to the village, not just because of the lack of infrastructure. Bovingdon already has a rather large prison and has previously been expanded so it is fair to say that the village has paid its fair share.</p>
Include files	
Number	Question 46
ID	LPIO7439
Full Name	Diane and Norman Brooks
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 have lived in Tring for 50 years and during that time have witnessed some inappropriate development, particularly in the centre. It is essential therefore that the views of the current population are taken into account.</p> <p>We understand the need for new housing.</p> <p>However it is essential that any development of our small market town should be handled with great care and sensitivity to preserve the character of the town and the surrounding environment.</p> <p>The current infrastructure could not cope with a large expansion and it is not clear that this has been thoroughly thought through.</p> <p>The town is overlooked by areas of outstanding natural beauty and any development should ensure this environment is preserved.</p>
Include files	
Number	Question 46
ID	LPIO7444
Full Name	Stella Fenner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Sites_Bovingdon</p> <p>The plan to build several hundred more homes, largely on greenfield sites, seems to be a knee jerk reaction to land offered randomly by landowners. If more homes are required, then detailed research is needed to ascertain where this could best be done, and what changes/improvements are required to the infrastructure before this can happen.</p> <p>Greenbelt land , as Central Government guidance in June 2016 directs, should only be used in exceptional circumstances, not for housing alone, and with the support of local people. None of these seem to me to apply in Bovingdon or Kings Langley. Brownfield sites such as the Bovingdon airfield seems an ideal place to create a new community without having a detrimental impact on the lives of those already living in the village.</p> <p>New families moving into Bovingdon will need schools, doctors, dentists and access to transport links. The local school is full, the doctors' surgeries almost at capacity and the roads around Bovingdon</p>

	<p>congested during busy times. The high street is a nightmare with traffic weaving in and out to allow two way traffic to function, and there is no available parking except in the school on a Saturday. The B4505 is the most congested B road in Hertfordshire and yet new residents would need to use it to get to Hemel or to the railway station to commute, as there aren't jobs waiting to be filled in Bovingdon.</p> <p>There is also the issue of flooding which has occurred recently as the village is built on clay. Further development on greenfield or agricultural land will add to this problem.</p> <p>And finally those who choose to live in an area that still defines itself as a village, have chosen to do so for a variety of reasons. Increasing development without carefully considering how to ameliorate its impact will reduce the quality of life of those people who already live there.</p> <p>For all the above reasons, I believe Option 2B is the only option for Bovingdon.</p>
Include files	
Number	Question 46
ID	LPIO7446
Full Name	mr Daniel Jay
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>There is insufficient infrastructure in Berkhamsted to support the plans to build the proposed number of houses.</p> <p>We do not have sufficient Schools, Doctors, parking and sports facilities to meet the demands of additional houses and residents.</p> <p>I suspect Berkhamsted is a preferred location because developers can charge a premium and inflate their profits for the houses over other local areas.</p> <p>I would rather there be no more development within Berkhamsted but as this is not an option I understand the next best to be as follows.</p>
Include files	
Number	Question 46
ID	LPIO7447
Full Name	James Dalton

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 regards to the Council's Issues and Options Consultation: Local Plan to 2036, I am writing to object to your housing development proposal for Kings Langley.</p> <p>The village has charm and character that would be lost should your proposed expansion plans be realised. Kings Langley is a clustered settlement where development proposals should be considered very carefully: infilling could ruin the character of the village while estate development would overwhelm it. Erecting homes in Kings Langley on this unprecedented scale would decimate the village and alter its identity beyond all recognition. This plan fails to improve the character of this area and therefore should not be accepted.</p> <p>Kings Langley's current infrastructure could not support an expansion of this magnitude without wholesale changes to transport links and local amenities – changes that I do not believe are possible. The main road through the village is congested at peak times and it is not uncommon for tailbacks to stretch from the M25 roundabout to the far side of the village. This congestion would only be made worse if the proposed development is successful.</p> <p>Places at Kings Langley primary school are not guaranteed for all children resident in the village. This problem would be exacerbated should the village's 'school-age' population increase by several hundred if the expansion plans are approved.</p> <p>Free parking can accommodate the current levels of traffic volume the village experiences. This wouldn't be the case with more cars on the road as a result of the development.</p> <p>Our GP surgery is currently fit for purpose – servicing the medical needs of a small village. This would no longer be the case should the population increase by several thousand if the expansion plans are approved.</p> <p>Greenbelt land should be developed on as a last resort and not when there are numerous viable alternatives available for development. The whole premise of greenbelt is to retain areas of undeveloped or agricultural land, such as Wayside Farm – one of only two Jersey cattle farms in Hertfordshire, that border urban areas.</p> <p>With this in mind my preferred development option is 1A. The Government's housing development quota can be met with careful and considered expansion of the three market towns without the need to blight Kings Langley's landscape with hundreds of new homes.</p> <p>I understand that the Parish Council and Kings Langley & District Residents Association also share my views</p>
Include files	

Number	Question 46
ID	LP107449
Full Name	David Charlesworth
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 as part of the consultation process on the above plans. These mainly relate to the Shendish development proposals.</p> <p>Factual inaccuracy in the Shendish submission</p> <p>The proposal put forward by the Shendish consortium is factually inaccurate. There are nine properties that are privately owned within the northern section of land put forward as available for development by the consortium. This is wrong (including morally wrong) and misleading. The Land Registry Title numbers can be found on the Registry website. Our Title is HD 236645.</p> <p><u>Objections</u></p> <p>1 Historic environment (your ref SA8)</p> <p>I object to the development of the Shendish area for historical reasons, which you currently consider would have an 'uncertain' impact.</p> <p>1 Shendish is an area of historical interest that stretches back to Norman times and beyond. The name 'Shendish' is thought to be a corruption of the name of Ralf de Chenduit, who sub-let the farm from William the Conqueror's brother.</p> <p>1 Development of the site could affect the setting of the Listed Buildings of Apsley Manor Farmhouse and Shendish House which are surrounded by the site. The north part of the site is a locally registered park and garden, associated with Shendish Manor. The site is also partly located in an area of archaeological significance (prehistoric activity & settlement, Rucklers Lane). The County Archaeologist has identified there to be a high risk that heritage assets with archaeological interest are present on the site. Archaeological assessment would therefore be required before the submission of a planning application.</p> <p>1 Biodiversity (your ref SA1)</p> <p>I object to the development of the Shendish area for reasons of biodiversity. You currently consider this to have a potentially 'insignificantly negative' impact. I disagree.</p>

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

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

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

It would not:

- protect, maintain and enhance biodiversity and geodiversity
- support the farming industry or children's knowledge and understanding of that industry
- help the sustainable management of our woodlands and other habitats, or protect them against conversion to other uses
- conserve and enhance the green infrastructure of the Borough
- recognise the social/environmental value of such sites, or increase access to woodlands, wildlife and geological sites and green spaces, particularly near/in urban areas
- encourage people to come into contact with, and understand and enjoy nature.

1 Flood risk (your ref SA3)

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

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

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

1 Landscape (your ref SA9)

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

1 Health and well-being (your ref SA10)

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

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

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

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

1 Other considerations

I object to the development of both Shendish and Kings Langley for the following reasons, all of which add to the impracticability of the development

	<p>proposals unless a very significant amount of extra money is spent to radically improve the infrastructure of the area.</p> <ul style="list-style-type: none"> • The volume of traffic along the London/Hempstead road, both through Kings Langley to the M25 interchange and through Apsley to Hemel Hempstead and on right up to the M1 junction is already dire during the morning and late afternoon peak times. It can, and often has, added up to 45 minutes to my journeys. It is difficult for emergency vehicles to get through this traffic. • The entry point to Shendish Manor Drive is virtually opposite the small entry roundabout to the County Council and Westside offices, and it is often difficult to turn onto or off the London road. • There is regular flooding under the bridge at the bottom of Rucklers Lane which adds to the slow traffic and is an indication of grey water sewerage problems in the area. <p>There has already been a considerable increase in the local population over the past few years which has had a negative impact on the roads and trains, local car parks, and the local medical services.</p>
Include files	
Number	Question 46
ID	LPIO7451
Full Name	David Charlesworth
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>1 Other considerations</p> <p>I object to the development of both Shendish and Kings Langley for the following reasons, all of which add to the impracticability of the development proposals unless a</p>

	<p>very significant amount of extra money is spent to radically improve the infrastructure of the area.</p> <ul style="list-style-type: none"> The volume of traffic along the London/Hempstead road, both through Kings Langley to the M25 interchange and through Apsley to Hemel Hempstead and on right up to the M1 junction is already dire during the morning and late afternoon peak times. It can, and often has, added up to 45 minutes to my journeys. It is difficult for emergency vehicles to get through this traffic. The entry point to Shendish Manor Drive is virtually opposite the small entry roundabout to the County Council and Westside offices, and it is often difficult to turn onto or off the London road. There is regular flooding under the bridge at the bottom of Rucklers Lane which adds to the slow traffic and is an indication of grey water sewerage problems in the area. <p>There has already been a considerable increase in the local population over the past few years which has had a negative impact on the roads and trains, local car parks, and the local medical services</p>
Include files	
Number	Question 46
ID	LP107454
Full Name	Mrs Joanne Bain
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Considering Bovington as a whole, it is very obvious that the village infrastructure is already stretched beyond its limit:-</p> <ul style="list-style-type: none"> The primary school is full - any children living in the new dwellings will have to leave the village for education. There will be no walking to school and no integration of new families into the existing village community. The doctors' surgeries are overstretched - new residents will need to seek medical facilities outside the village and I'm sure surrounding villages are in the same position so this may mean new residents heading to the bigger Dacorum sites (Hemel, Berkhamsted) for basic services There are no NHS dentist places available - again, new residents will again have to travel away from Bovington for this service

- There is no secondary school in the village (a situation which has caused regular problems for many years as village children struggle to find a suitable school they can actually get to either by public or school transport)
- There is little industry and very few employers in Bovingdon hence residents of any new development are unlikely to find work in the village (leading to more traffic, pollution and other environmental concerns as they commute to other areas to work)
- The traffic, both within the village and between Bovingdon and Hemel Hempstead and Chesham, is at breaking point. Bovingdon is essentially just a three road village, all of which are in constant use, congested, often with poor sight lines and at times dangerous. It could be argued that the addition of double yellow lines might improve the flow, but these are not in keeping with a village setting and existing residents need to park somewhere so this simply shifts the problem to elsewhere.
- Parking is a problem in Bovingdon - there is not enough in the village centre to accommodate the existing residents let alone any more
- Box Lane (B4505) is already the busiest B-road in Hertfordshire - another 450 homes (at least 900 more cars based on local averages) would only increase the pressure on this essential route
- Bovingdon is the location of HMP The Mount (a Category C prison for adult males with an operational capacity of 1,028) and the B4505 therefore has special classification in terms of keeping it open and readily accessible. Last Saturday there was so much traffic on the B4505 (due to the market and traffic accidents) that in the middle of the day it was taking over an hour each way to get between Bovingdon and Hemel Hempstead. If an ambulance/ fire engine/prison riot squad (as in August 2017) had been needed that day, I dread to think what the result would have been.
- If developments of this type are allowed we risk destroying the character of our villages. If we want to live in a country where there are a variety of settlement sizes, including hamlets, villages, towns and cities, we need to resist the temptation to convert all the smaller ones into towns by unthinking development.

If more houses are built in Bovingdon, where will the kids go to school? Where will the residents find work? Surely it makes more sense to build the houses near the jobs and schools?

Include files	
Number	Question 46
ID	LPIO7455
Full Name	Mrs Joanne Bain
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>With regard to the development to the south of Green Lane in particular (BOV-h2 and BOV-h3), there are more specific concerns:-</p> <ul style="list-style-type: none"> • Both sites BOV-h2 and BOV-h3 are effectively 'land-locked' and have no direct vehicular access – these proposal rely upon the opening of two small existing cul-de-sacs. Surely any development of up to 205 dwellings in total should only be permitted if it has proper, direct access from a substantive public highway. (Access needs to be considered for the building phase of these sites when lorries will be the main-stay traffic, the moving in phase with removals vans etc and the ongoing living phase with commuters and residents going about their daily activities. The proposed two entry sites cannot cope with this increased flow). • The vehicular access to this area (via Homefield and Louise Walk) is extremely problematic – sight lines are poor and existing traffic dangers will be exacerbated. Green Lane often has parking along it already making it single lane in many places – more housing and vehicles will make this much worse. • Implementing one-way signage on the junctions between Green Lane and Homefield/Louise Walk to direct traffic away from the centre of the village will just frustrate people and lead to more u-turning in Green Lane driveways on an already dangerous road. • Flooding - the clay soil and poor drainage of Bovingdon has already led to a history of flooding, with both homes and businesses being flooded as recently as September 2016. Much of the water that regularly floods the area at the junction of the High Street and Green Lane comes from the proposed development site south of Green Lane. Heavy rainfall leads to run-off from that field flowing in a river down Homefield onto Green Lane – this has been so extreme that you can see the damage that has been caused to the side of the road of Homefield (alongside the gutters there is now damaged, eroded and crumbling road surface). Building on that field can only make that worse. • The proposal for site BOV-h3 lists 'access to Village sports clubs' in its favour – but the tennis club has not been asked if it would like additional access from this direction, and it may not wish to have it. I'm not sure about the football club.
Include files	
Number	Question 46
ID	LP107456

Full Name	Mrs Joanne Bain
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>With regard to the development to the south of Green Lane in particular (BOV-H2 and BOV-h3), there are more specific concerns:-</p> <ul style="list-style-type: none"> • Both sites BOV-h2 and BOV-h3 are effectively 'land-locked' and have no direct vehicular access – these proposal rely upon the opening of two small existing cul-de-sacs. Surely any development of up to 205 dwellings in total should only be permitted if it has proper, direct access from a substantive public highway. (Access needs to be considered for the building phase of these sites when lorries will be the main-stay traffic, the moving in phase with removals vans etc and the ongoing living phase with commuters and residents going about their daily activities. The proposed two entry sites cannot cope with this increased flow). • The vehicular access to this area (via Homefield and Louise Walk) is extremely problematic – sight lines are poor and existing traffic dangers will be exacerbated. Green Lane often has parking along it already making it single lane in many places – more housing and vehicles will make this much worse. • Implementing one-way signage on the junctions between Green Lane and Homefield/Louise Walk to direct traffic away from the centre of the village will just frustrate people and lead to more u-turning in Green Lane driveways on an already dangerous road. • Flooding - the clay soil and poor drainage of Bovingdon has already led to a history of flooding, with both homes and businesses being flooded as recently as September 2016. Much of the water that regularly floods the area at the junction of the High Street and Green Lane comes from the proposed development site south of Green Lane. Heavy rainfall leads to run-off from that field flowing in a river down Homefield onto Green Lane – this has been so extreme that you can see the damage that has been caused to the side of the road of Homefield (alongside the gutters there is now damaged, eroded and crumbling road surface). Building on that field can only make that worse. • The proposal for site BOV-h3 lists 'access to Village sports clubs' in its favour – but the tennis club has not been asked if it would like additional access from this direction, and it may not wish to have it. I'm not sure about the football club.
Include files	

Number	Question 46
ID	LP107462
Full Name	Sue Foster
Company / Organisation	JB Planning
Position	Personal Assistant
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>We welcome the opportunity to comment upon the content of the above consultations.</p> <p>We previously promoted a 0.7 ha site at Garden Scene Nursery, Chapel Croft, Chipperfield through the Site Allocations DPD on behalf of our client Marchfield Homes Ltd. This has been subsequently confirmed as housing allocation H21 in the Adopted Site Allocations DPD (July 2017) and has resulted in a revision being made to the associated village boundary.</p> <p>The purpose of this letter is to make a few brief general points regarding the overall approach that needs to be followed in shaping the new Plan. We believe that it is highly important that the new Local Plan seeks to make full and efficient use of all allocated brownfield land, which is not only a valuable resource, but also essential in order to reduce the overall amount of greenfield land that will need to be released for development across the Borough.</p> <p>As an illustration of this, we refer below to why we consider that our client's site at Garden Scene nursery, Chipperfield is capable of delivering more than the 12 dwellings specified.</p> <p>The Site Allocations Plan identifies an estimated net site capacity for the Nursery of 12 dwellings. Planning Requirements are set out which include the need for:</p> <ul style="list-style-type: none"> • A high quality scheme, given the site's location within a Conservation Area; • Access from Chapel Croft; <ul style="list-style-type: none"> • Maintenance of the existing access arrangement across the site to adjoining land; • Provision of a mix of two storey housing; and • Retention of existing local retail use. <p>Whilst we support allocation H21, we continue to believe that the net capacity of this housing allocation is fully capable of delivering more than 12 dwellings, and note that the Site Allocations Plan states that this figure is not to be treated as a maximum. Our previous</p>

	<p>representations have pointed out that this represents a low density for the 0.7 ha site of about 17 dwellings per hectare (dph). A new layout is being prepared by Marchfield Homes for the purposes of a further Pre-app meeting which will demonstrated that more than 12 dwellings could be readily accommodated on this allocation site.</p> <p>We have highlighted above why we consider that our client's site is capable of delivering more than the 12 dwellings specified. The provision of a greater number of dwellings on this site would improve the development mix and viability of the scheme bearing in mind the Council's request to provide affordable housing.</p> <p>It is highly important that the new Local Plan seeks to make full and efficient use of allocated brownfield land by ensuring that land is developed to a density that is sufficiently high to ensure that effective use of land is achieved, and that this valuable resource is not wasted. This approach needs to be embedded into the new Local Plan from its very outset.</p> <p>I trust the above comments are helpful, and we will be pleased to further go through the above points after you have considered.</p>
Include files	JB Planning Marchfield Homes Ltd Local Plan Issues Options - December 2017_R.pdf
Number	Question 46
ID	LPIO7478
Full Name	MR Christopher Kendall
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 strongly opposed to the site reference Tr-h5 – Land at Dunsley Farm, London Road, Tring.</p> <p>This Green Belt land is bordered by the Chilterns Area of Outstanding Natural Beauty [AONB] that lies to the south of London Road and east of Cow Lane.</p> <p>The Cow Lane and Dunsley Farms provide an invaluable green corridor entrance and exit to/from the market town of Tring. This is an extremely valuable and unique feature of the Town and to destroy it would be an act of vandalism. A very large number of local residents have the enjoyment of this countryside regularly and visitors often remark on the outstanding beauty of the scenery as they enter Tring from the east. There are very few towns in the northern Home Counties (if any) that can boast a landscape as attractive. The "Vision" section of the Local Plan states "the natural beauty of the Chiltern Hills and varied character of the countryside is admired and cherished " The objectives of the Plan include statements such as "to protect and enhance Dacorum's distinctive landscape character" and "safeguard the</p>

countryside and attractive landscape from development" etc. It is undisputed that the eastern entrance of Tring would be identified as one of the most attractive landscapes within Dacorum and, as such, must be preserved at all costs. Not to do so makes nonsense of the much-stated objectives of this and previous planning documents about the preservation of the Borough's outstanding scenery locations.

'Exceptional circumstances' have to be proven to change Green Belt boundaries – and there is no evidence that such circumstances exist to justify re-designating the Dunsley Farm site.

Dunsley Farm is a totally unsuitable site for additional small and medium sized industrial and warehouse units. The location is in close proximity to the market town of Tring and more than 12 acres of industry would have a disastrous effect on the rural green eastern entrance to the Town. The extra traffic generated would cause unacceptably high commercial vehicle and heavy lorry movements causing congestion, unsafe road conditions and pollution. Green Belt land can only be re-designated if exceptional conditions apply. It is inconceivable that such conditions apply in this case.

There is no requirement for an additional petrol filling station and supermarket in Tring. Again it is impossible to imagine the justification for the 'exceptional circumstances' required to use Green Belt land for this purpose.

Valuable farmland would be lost [Two active farms occupy the site – the land has been misleadingly described as "Open Fields" in the document]. The farming sector will undergo great change when Britain leaves the European Union and productive farmland will be required to be an even greater national asset.

The area includes a valuable Wildlife site that must be preserved.

In the consultation process for the Emerging Core Strategy in 2009 there was overwhelming local opposition to the development of the Cow Lane Farm/Dunsley Farm site. There were more Core Strategy responses from the small town of Tring than for Hemel Hempstead, Bovington, Kings Langley, Markyate and Countryside combined. Over 95% of respondents to the question "Do you prefer the Dunsley Farm option for development" answered No – only 17 in favour but 337 against. For this site to be included in the latest options when so many residents and visitors considered its development would be severely damaging to the character of Tring town makes one conclude that the strongly held views expressed by so many are over time simply dismissed as unimportant or irrelevant.

In Section 10.2 Issue 26 – "What principles should be used when choosing growth locations?" the following 'Locational Principles' appear:

Respect the character of the existing settlement pattern and restrict urban sprawl

Protect the character and value of important landscapes, heritage and biodiversity

	<p>Ensure that new development can be served by necessary infrastructure</p> <p>Option Tr-h5 fails all of these principles.</p> <p>In the case of the Dunsley Farm site – shown below are views southwards toward Wigginton and The Ridgeway National Trail on the escarpment i.e. surrounded by the Chilterns Area Of Outstanding Natural Beauty.</p> <p>This total potential development site comprises some 92 acres incorporating a large supermarket, a petrol filling station, twelve acres of industry/warehouses and a very substantial housing development. For the development of this area to have an assessment of only MEDIUM impact on the landscape is incomprehensible – and totally bewildering.</p> <p>The two Cow Lane Farm meadows in the foreground are part of the potential development site. They are used for cattle grazing and hay production and form part of an important grasslands Local Wildlife Site.</p>
Include files	
Number	Question 46
ID	LPIO7479
Full Name	MR Christopher Kendall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Spreading the development of Tring eastwards along the line of London Road/A4251 towards Cow Roast/Dudswell/Northchurch/Berkhamsted is akin to a form of Ribbon Development and amounts to urban sprawl. The suggestion that travel communication would be improved and journey times reduced by building adjacent to an arterial road is long dis-credited. Development of this type is undesirable for many widely known reasons – not least because it produces congestion, unsafe traffic conditions and ugly countryside. Green Belt policies were developed more than 60 years' ago to specifically to stop this type of urban sprawl.</p> <p>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. Both of these plus other smaller projects are adjacent or very near to the A41. Given, therefore, that into the future there will be much less open countryside between Tring and Aylesbury it is imperative that the current open spaces to the east of Tring are not encroached upon. There is a great danger of having an A41 corridor that is a continuous network</p>

	of urban communities. This would be disastrous for Tring and its neighbouring communities.
Include files	
Number	Question 46
ID	LPIO7480
Full Name	MR Christopher Kendall
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: The Landscape Assessments for the five green field Hemel Hempstead sites all include a HIGH rating impact on the landscape. Across the numerous other Green Belt sites in small towns and villages across the Borough the inclusion of a HIGH rating can be counted on one hand and the LOW assessments outnumber these. Many people will be astounded by these classifications.
Include files	
Number	Question 46
ID	LPIO7482
Full Name	Mr & Mrs Jeremy & Alison Harrison
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We write in response to the invitation for comments in regard to the New Single Local Plan.(to 2036) Whilst we understand the necessity for additional housing to be provided within Dacorum, it will be essential to ensure that the infrastructure is available to support the increase in population within individual communities. This infrastructure, including mains services, schools, health and leisure facilities, transport capacity (public and private) and retail developments must be provided in advance of any future expansion of communities. Developers cannot be expected to plan or integrate these essential requirements within their individual projects and it must be the role of the Local Authority, County Council and Central Government to ensure that adequate infrastructure is provided in advance of the new homes being built. This is particularly true of Berkhamsted, where the steep hills to either side of the town make cycling and to a

	<p>lesser degree walking, a limited alternative for residents and hence the current problem of parking near to and within the town would become even greater if the number of households were to increase. Schools are at fully capacity, Doctors Surgeries are struggling to cope with the reasonable needs of the existing population, the road network is incapable of supporting any increase in traffic and the mains services are also at full capacity.</p> <p>Berkhamsted does not present an opportunity for any major expansion of its housing stock due to its geographical constraints and infrastructure and this needs to be recognised by the New Local Plan. Any new homes will need to recognise these constraints and prevent the over development of this traditional market town.</p>
Include files	
Number	Question 46
ID	LP107483
Full Name	Mr & Mrs Jeremy & Alison Harrison
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Be-h3 Land at Ivy House Lane</u></p> <p>We would comment in more detail to the proposal for development of the above site in Ivy House Lane.</p> <p>Proposed development</p> <ol style="list-style-type: none"> 1 The Ivy House Lane development in the New Single Local Plan is for up to 150 homes and, according to the Plan, has the potential to deliver: <ul style="list-style-type: none"> -40% affordable homes -new local play space -new cycle/footpath links -contributions towards wider infrastructure improvements for the town. <p>We believe these proposals do not represent or respond to the reality of the constraints that have to be taken into consideration.</p> <p>Conserving the Green Belt and CAONB</p> <p>The Core Strategy document sets out policies for the Chilterns AONB and adopts NPPF policies for protecting the Green Belt and conserving the natural environment.</p> <p>We note that:</p> <p>Dacorum's document The Green Belt Review: Purposes Assessment for Dacorum includes the site in a parcel identified as contributing significantly towards safeguarding the countryside from encroachment. The</p>

site displays strong countryside characteristics (undulating open arable farmland). It displays no urban fringe characteristics. The Inspector in his Report (September 2002) on the Local Plan Inquiry considered that there was a strong visual and physical link between the site and the open countryside to the east.

As regards the argument that developing this site would represent a “rational rounding off of the boundary”, the Inspector in his Report disagreed. He concluded (para 4.21.3) that development would not be a rational rounding off of the boundary and (para. 4.21.4) that a more well-defined boundary would not justify amending the boundary in view of the harm that would be caused to the openness of the wider Green Belt.

This is reinforced by the guidance in June 2016 from Mr Brandon Lewis, the Minister of State for Housing and Planning, who confirmed:

The [NPPF] makes it clear that inappropriate development may be allowed only where very special circumstances exist, and that Green Belt boundaries should be adjusted only in exceptional circumstances, through the Local Plan process and with the support of local people (Mr Brandon’s emphasis). We have been repeatedly clear that demand for housing alone will not change Green Belt boundaries.

The existing developments to the north and south of the site end at the crest of the hills and are well screened by trees. Hunters Park is less well screened but is set back in the valley before it opens out and is not visually intrusive into the AONB.

Developing the site will remove all Green Belt in this valley – there will no longer be any boundary to “defend”. The site is a Green Belt buffer between Berkhamsted and the Chilterns AONB but it is not the only such buffer around Berkhamsted - there are similar Green Belt parcels to the east and south of Castle Village. If the “rounding-off” of Green Belt and the creation of “defensible boundaries” is given any weight then the Green Belt area to the south of Castle Village will be put at risk.

Development on the Ivy House Lane site will introduce intrusive light pollution into an area adjacent to the AONB. Bringing Ivy House Lane itself up to the standard required is discussed below but we note that this will represent a significant intrusion into the AONB physically due to the land required and visually due to street lighting.

Road Access

3.1 The development may seek to connect with Meadway. Here we note that Meadway is not an adopted road and has very narrow entrances at either end. The residents of Meadway have previously confirmed that they have no intention of bringing it up to the standard required for it to be adopted. HCC guidance on roads indicates that unadopted roads constructed now should serve no more than five dwellings, thus limiting the number of houses that could be accessed via Meadway. We note also that almost every year there are collisions of varying degrees of seriousness at the

junction of Meadway and Gravel Path. It is recognised that the junction is substandard and dates from a time of fewer and slower cars. This junction would not be approved today and is incapable of serving any significant increase in traffic using Meadway.

3.2 Access to the new development via Gravel Path is in itself unsatisfactory. The Tring, Northchurch and Berkhamsted UTP Scheme Proforma describes Gravel Path below Hunter's Park as follows:

Section two is a series of blind bends between Hunters Park and the railway bridge. A number of safety issues have been highlighted along this section relating to the width of carriageway, lack of pedestrian facilities on its western edge, blind corners, gradient and speeding vehicles. As a keen cyclist, and member of the Berkhamsted Cycle Club, cycling both down and up Gravel Path to my home, and via Ivy House Lane can be hazardous given the current volume of traffic, blind corners, and poor state of road repair. This would only get worse given the assumptions laid out in section 3.4 below.

3.3 The Gravel Path bridge over the railway is single lane, as are the Ivy House Lane overline bridge and the two underline bridges feeding on to Station Road. Ravens Lane itself is two-way, but is narrow and has parking on one side. These "pinch-points" in traffic flow along Gravel Path/Ravens Lane are very unlikely to be improved/removed, not least in view of their traffic-calming effect and the expense of replacing the historic Collins overline iron bridge.

3.4 Frequently, and particularly at school run time, traffic backs up at the crossings of the railway. Gravel Path currently has approximately 5,000 vehicle movements (north- and south-bound) per day. Peak southbound-only flow between 07.00 and 09.00 is approximately 550 movements (HCC figures 2016). Two movements per house from the proposed c125 dwellings at the Ivy House Lane site over this 2hr period will mean 250 more movements (a 45% increase). At the standard 6 vehicle movements/dwelling/day there will be an additional 750 vehicle movements/day on Gravel Path – an increase of 15%. This will result in exponentially longer queuing times and increased vehicle exhaust pollution in the valley.

3.5 Parking in Berkhamsted is already difficult. The Ivy House Lane site is so far from the centre of town that walking (or cycling) is impractical, and so additional parking will be required in the town.

Housing and Community Services Strategic Objective

4.1 The Core Strategy has policies for a mix of housing and for 35% of new houses to be "affordable". These policies are not deliverable at the Ivy House Lane site. Its registration at HM Land Registry (Title HD20150) records that it is subject to covenants in favour of each of the owners of properties in Meadway. These limit development to detached dwellings on plots of a minimum of 1/3rd acre and preclude any business use (eg. as a care home or other social facility).

4.2 We note that these development covenants are supported by policies of the Chilterns AONB which are expressly incorporated into the Core Strategy. These suggest that national housing densities may not be appropriate on sites such as this and that larger gardens are indicated so that trees can achieve sufficient size to screen the development.

In Conclusion

Our assessment of site Be-h3 is that it cannot make a significant contribution toward delivering the objectives of the Core Strategy.

It will not deliver the mix of housing and the affordable housing sought in the Core Strategy.

The negative effects of any development of the Ivy House Lane site on the Chilterns AONB, on Green Belt protection around Berkhamsted, on sustainability objectives and on traffic outweigh by a substantial margin the benefits of the limited number of additional homes (none of which will be affordable).

We submit that for these reasons the Ivy House Lane site should not be taken forward as a Site Option.

The Site Appraisal refers to the Ivy House Lane site having a “negative effect which is not significant”. We disagree. The negative effects are in fact significant:

The Ivy House Lane site itself is difficult to access.

HCC’s Urban Transport Plan 2013 (when dealing with bus accessibility within 400 metres) shows the Ivy House Lane site well outside the serviced areas.

Topography and distance severely limit cycle access to the town and its schools and other amenities. The planning scheme dealing with cycling notes that:

Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile.

Topography and distance limit foot access to the town and its schools and other amenities to those physically fit enough. The only footpath is on the east side up Gravel Path and there are no safe crossing places, especially below Hunters Park. There are no footpaths on Ivy House Lane.

Cars will be the predominant mode of transport to and from the Ivy House Lane site.

The aquifer is particularly important in Dacorum, both because Affinity Water draws the bulk of its supplies from it and because Environment Agency policy is to restore flow in chalk streams. Developing this site will to a large degree “seal” the soil. Some water may be diverted into soakaways but the road run-off and other “grey” water should not be allowed to percolate to the aquifer.

We also refer to para. 21.6 of the Inspector’s Report in 2002 for his assessment on the achievement at this site of the Council’s sustainability objectives. He agreed

	with the site's low sustainability score (the lowest of all the sites considered).
Include files	
Number	Question 46
ID	LPIO7485
Full Name	Mr Andrew Lowe
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 strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape..</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LPIO7486
Full Name	Mr Stephen Hargreaves
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 been reviewing your development proposals. I am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring for a number of reasons:</p> <ul style="list-style-type: none"> • Tring is a market town that has already outgrown its infrastructure. The high street is too narrow for the existing traffic flow so adding industrial and warehouse units nearby will increase traffic pressures to intolerable levels and choke this primary thoroughfare.

	<ul style="list-style-type: none"> • There do not appear to be significant plans to address the town's infrastructure with improved parking, schools, healthcare, etc. • The proposed site is too close to Chilterns Area of Natural Beauty and Tring Park. • I see no need for another supermarket or petrol station on this site when there is a petrol station in Brook Street and another down the road in Cow Roast. • Site has been previously rejected for development. • This area is valuable farmland and an area of Green Belt supporting wildlife that should be protected. <p>Thank you for the opportunity to register my concern.</p>
Include files	
Number	Question 46
ID	LPIO7488
Full Name	Lindsay Stillwell
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 think new housing in Bovington should be very restricted.</p> <p>The High Street there is very congested and even dangerous at times with heavy traffic, a school, crossroad, shops and library, all in a very small area.</p>
Include files	
Number	Question 46
ID	LPIO7489
Full Name	Mrs Elisabeth Young
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 object most strongly to the proposal to build 1600 new houses in Berkhamsted.</p> <p>Over 600 new homes have already been built with an additional 600 planned. The resources in the town are already stretched to the limit. The nature of the town is changing. Whereas it was a delightful market town it is now becoming a nightmare to park, get doctor's appointments or even drive through the high street. The</p>

	<p>town CANNOT possibly cope with an additional 1600 houses and all the extra families and traffic this will bring. The trains are overcrowded, it is impossible to park in the station car park after 10.00. Cars are parked on all the roads around the station making the roads very dangerous.</p> <p>The sides of the valley are already saturated with houses. The surrounding Green Belt and Rural Land is what makes Berkhamsted the pleasant town it is. Building on Green Belt land anywhere should not be an option. Market towns such as Berkhamsted are part of our national heritage and they must NOT be developed beyond all recognition.</p> <p>There is so much history associated with Berkhamsted and the council should be proud that Berkhamsted is part of Dacorum. It MUST do everything in its powers to preserve what is great about the town rather than cramming in over a thousand new homes which will make life even more difficult than it has already become for its residents and spoil everything the town has to offer</p>
Include files	
Number	Question 46
ID	LP107490
Full Name	LUCY BLUNDELL
Company / Organisation	
Position	
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 strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre.</p> <p>This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p> <p>This site already suffers from flooding issues being located at the foot of the Wigginton hillside. The small stream that runs through Damask close requires regular dredging by inhabitants of the close. Greater impermeable surfaces will only increase this issue.</p>

	<p>The traffic situation of this beautiful historic market town is already an increasing problem and will only suffer further with increased road users.</p> <p>Rush hour traffic turning out of Cow Lane is very slow and turning right onto London Road is ever more problematic.</p> <p>There are better sites else where in Dacorum.</p>
Include files	
Number	Question 46
ID	LPIO7492
Full Name	Mr Michael Gillen
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 the points I would like to raise:-</p> <p>1. Reconciling the need for homes, employment, infrastructure, etc, while ensuring that Dacorum is a good place in which to live, and also protecting its beautiful environment is bound to create conflicts and a need for compromises. My comments are made in recognition of that fact.</p>
Include files	
Number	Question 46
ID	LPIO7493
Full Name	Mr Michael Gillen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>1 My focus in on Tring, the place I have called home for 33 years and in which my children were raised.</p> <p>1 Dacorum comprises different types of settlement - large towns, small towns and villages, each with their own character. A desire to spread development reasonably proportionately among all types of settlement may seem equitable but, if doing so <u>alters the character of some of those settlements irrevocably</u>, it is actually far from fair. For example, Hemel Hempstead is already a large town so adding <i>n</i> number of new homes will not</p>

alter its character. Conversely, Tring is a very small town and adding a similar proportion (although a smaller number) of new homes there **will fundamentally alter its character**. It is the alteration of the fundamental character of a place such as Tring that is one of my main concerns as it is neither nor equitable nor fair.

- 1 Another main concern is the **loss of natural countryside**. This is not the same as the 'green space' that can be planned into a housing or industrial development; natural countryside supports its own rare flora and fauna, and is an amenity, not just for people who live adjacent, but for people from far and wide. Large developments on the edge of Tring would result in the loss of beautiful countryside that is an amenity for the people of Tring, Berkhamsted, Hemel Hempstead, etc, in a way that a similar development on the edge of Hemel Hempstead would not. Green Belt countryside was initiated for a reason; that reason is even more valid and pressing now than when Green Belt first came into existence. It would be little short of criminal to build on it.
- 1 Points 3 and 4 would combine to **make Tring a less attractive place** in which to live or work and to visit. Tring has a rich heritage, particularly its association with the Rothschilds and is a modest tourist attraction. Developing it to the extent that it loses its fundamental character and encroaching on its natural countryside would make it a less attractive tourist destination, and amenity for Dacorum as a whole, with consequent effect on local businesses
- 1 With regard to jobs, I do not believe that people need employment exactly where they live. In my experience, most **people are happy to travel to their employment** as long as the journey time and transport methods are reasonable. In fact, some people prefer *not* to live and work in the same place if the place in which they live represents a 'haven' separate from their working life. I am sure that, to many people, that is what Tring represents.
- 1 Tring is about as far west in Dacorum as it is possible to go before encountering Aston Clinton and Aylesbury, both of which (but especially Aylesbury) seem to be growing out of all proportion. To most people, whether they live here or are visiting, the county boundary is invisible. Do we really want Tring to be consumed into some **endless sprawl of housing** and ignore that fact just because of an invisible line? There has already been a significant expansion of building in Tring (eg the Rose & Crown) and more is proposed (LA5).

	In summary, I understand the pressing need for new homes, workplaces and infrastructure, and for the seeming attractiveness of an equitable distribution of building development throughout Dacorum. Instead, I would ask you to take into account the disproportionate effect of developments on the fundamental character of small towns like Tring and its surrounding countryside.
Include files	
Number	Question 46
ID	LPIO7495
Full Name	Ruth Briggs
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>All of the developments, baring Be-h7, are being proposed at the top of the valley. This has huge implications for the new and existing residents. Most new residents will realistically use car transport to access the town centre facilities. Traffic will be a key issue for many respondents and adding potentially 1,500 new houses, most of which will have multiple car ownership, will add extra congestion and parking difficulties. Rush hour traffic, school and station drop offs and commuter parking are already causing serious frustration and difficulties for local residents and the plan offers no specific solution to these issues.</p> <p>All these developments, except Be-h8, are on undeveloped land. There are no further brownfield opportunites in Berkhamsted. Other local towns do offer brownfield sites that could be considered and have better road links to support increased housing of the type that the local community requires.</p>
Include files	
Number	Question 46
ID	LPIO7497
Full Name	Ruth Briggs
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The South Berkhamsted development has already been rejected as a desirable outcome. This happened before the time I was based in Berkhamsted so I don't know

	the background of this decision. The reversal of this earlier decision has not however been explained and contributes the most significant area of development.
Include files	
Number	Question 46
ID	LPIO7503
Full Name	Ruth Briggs
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Be-h3 Ivy House Lane</p> <p>I believe this site is totally unsuitable.</p> <p>It is in an ANOB and any development will be visible from a considerable distance away, up to 4 miles.</p> <p>Residents will have to drive to access the town centre facilities for schooling, health, commuting or work as the location is distant from the centre, up a steep hill, with poor street lighting, and very limited public transport. The single lane traffic crossing of the railway line will cause severe delays for those traveling that route and difficulties for residents close to this pinch point on gravel path.</p> <p>I understand that there are also infrastructure difficulties in this area already with low water pressure and these are not addressed in the plan.</p> <p>The plan drawings do not make it clear that this is long-standing agricultural land which provides valuable habitat for an extensive variety of wildlife.</p>
Include files	
Number	Question 46
ID	LPIO7505
Full Name	Harriet Twigger
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 respect of the proposals put forward in Dacorum's New Local Plan. I am very concerned about the extent of building that is proposed in North Hemel Hempstead and the effect that this will have on the surrounding countryside.</p>
Include files	

Number	Question 46
ID	LPIO7508
Full Name	Harriet Twigger
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 consider the proposed amount of housing put forward in the Plan as HH-h1a, HH-h1b and HH-h2 to be excessive, it would destroy beautiful countryside and place unacceptable pressure on existing roads, water and services in the area.</p> <p>The Gade valley is an area of great beauty, enjoyed by many people in Hemel Hempstead and surrounding areas. It provides an important habitat for wildlife, containing ancient woodland and hedgerows for nesting birds.</p> <p>The proposed area is productive farm land and, in a time of rising food prices, it cannot be right to use this for building, when there are brownfield sites that could be used.</p> <p>Excessive building would destroy the character of the area, which contains sites of historic importance, and would impact local rural villages.</p> <p>I urge you to consider the precious and fragile nature of this countryside, which, if destroyed, can never be replaced.</p>
Include files	
Number	Question 46
ID	LPIO7509
Full Name	Annette Harrison
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 concerns about Dacorum's Proposed Housing Plan and make comment on the Housing Plan Consultation as I believe it will have a devastating effect on Hemel Hempstead's historic Piccotts End Village and its surrounding Green Belt countryside.</p> <p>Piccotts End Village should not become part of housing estate therefore, I urge Dacorum to look at other areas in the district where it would be more appropriate to build a vast number of new houses. I am shocked to learn that you would consider even a small number of houses</p>

	<p>to be built so close the Piccotts End area especially when there are numerous alternatives in and around Hemel Hempstead. As set out in the recently published 'Housing White Paper' the Housing and Planning Minister (Gavin Barwell) states "We need to build more homes in this country so making sure that we re-use brownfield land is crucial. We want to bring life back to abandoned sites, create thousands more homes and help protect our valued countryside". Can you explain why the council have not followed the directions of this Government paper and finished building on all local brownfield sites before drafting plans to build on Green Belt Land?</p> <p>Secondly, why have the council allowed housing plans to be submitted where numerous houses would be built so close to an historic village, home to several medieval cottages and Georgian/Regency properties?</p> <p>Yes, I completely object to the proposals covering the tracts of land referred to in the draft Plan as HH-h1a, HH-h1b and HH-h2 - numerous houses would swamp the village of Piccotts End, destroy wildlife and completely spoil its current beauty.</p> <p>There would be traffic chaos in Piccotts End Road due to the huge increase of cars. Currently, the road can be difficult and slow to drive through, as parts of it only allow one-way traffic - width of road reduced as many residents do not have garages and have to park on the road. There are constant jams on the Leighton Buzzard Road and frequently extend to the Moor End roundabout. I have already commented on my concerns for River Gade's wildlife as it is very likely that the river would dry up with the increased water requirements. Flooding? - the council should be extremely concerned about the risk of flooding in the Piccotts End area, especially as the recent attempts to resolve flooding from the run-off from the local fields has not been successful.</p>
Include files	
Number	Question 46
ID	LPIO7515
Full Name	Paul Harrison
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 concerns about Dacorum's Proposed Housing Plan and make comment on the Housing Plan Consultation as I believe it will have a devastating effect on Hemel Hempstead's historic Piccotts End Village and its surrounding Green Belt countryside.</p> <p>Piccotts End Village should not become part of housing estate therefore, I urge Dacorum to look at other areas</p>

	<p>in the district where it would be more appropriate to build a vast number of new houses. I am shocked to learn that you would consider even a small number of houses to be built so close the Piccotts End area especially when there are numerous alternatives in and around Hemel Hempstead. As set out in the recently published 'Housing White Paper' the Housing and Planning Minister (Gavin Barwell) states "We need to build more homes in this country so making sure that we re-use brownfield land is crucial. We want to bring life back to abandoned sites, create thousands more homes and help protect our valued countryside". Can you explain why the council have not followed the directions of this Government paper and finished building on all local brownfield sites before drafting plans to build on Green Belt Land?</p> <p>Secondly, why have the council allowed housing plans to be submitted where numerous houses would be built so close to an historic village, home to several medieval cottages and Georgian/Regency properties?</p> <p>Yes, I completely object to the proposals covering the tracts of land referred to in the draft Plan as HH-h1a, HH-h1b and HH-h2 - numerous houses would swamp the village of Piccotts End, destroy wildlife and completely spoil its current beauty.</p> <p>There would be traffic chaos in Piccotts End Road due to the huge increase of cars. Currently, the road can be difficult and slow to drive through, as parts of it only allow one-way traffic - width of road reduced as many residents do not have garages and have to park on the road. There are constant jams on the Leighton Buzzard Road and frequently extend to the Moor End roundabout. I have already commented on my concerns for River Gade's wildlife as it is very likely that the river would dry up with the increased water requirements. Flooding? - the council should be extremely concerned about the risk of flooding in the Piccotts End area, especially as the recent attempts to resolve flooding from the run-off from the local fields has not been successful.</p>
Include files	
Number	Question 46
ID	LPIO7521
Full Name	Fiona Farrugia
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I object to the plans to redevelop the dairy for new homes.
Include files	

Number	Question 46
ID	LPIO7522
Full Name	Mrs Barbara Ridsdale
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I wish to object to the South Berkhamsted Concept.
Include files	
Number	Question 46
ID	LPIO7524
Full Name	Mrs Barbara Ridsdale
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 have lived on Millfield, Berkhamsted for 10 years now and have seen the rise in traffic and parking difficulties. The High Street is much more congested and busy now than 2007. It is harder to get a place at the schools and a doctor's appointment.</p> <p>We are concerned about the effect on the wildlife. We often have foxes, badgers, sometimes deer in our back garden and red kites fly over every day. The countryside is some of the most beautiful in the UK. Building work would have a detrimental effect on the wildlife and could never be retracted.</p> <p>We often have burst pipes down Gravel Path as the system is very old. The building work would put a strain on the infrastructure.</p> <p>Please call an end to any more major development in Berkhamsted. It is a special place. Very ancient and beautiful. Please preserve it for future generations</p>
Include files	
Number	Question 46
ID	LPIO7527
Full Name	Mrs Cath Dickins
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 object to the DBC's New Local Plan consultation paper and their proposal for a house building programme in relation to the (proposed) development of 4 Green Belt sites in and around Kings Langley: -</p> <p>Shendish - site ref: HH-h3 (although this comes under Hemel plans, Shendish is in Kings Langley)</p> <p>Hill Farm – site ref KL-h1</p> <p>Rectory Farm – site KL-h2</p> <p>Wayside Farm – site KL – h3</p> <p>All 4 sites are Green Belt land and according to the National Planning Policy Framework, the Government attaches great importance to Green Belt which serves 5 purposes: -</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas • to prevent neighbouring towns merging into one another • to assist in safeguarding the countryside from encroachment • to preserve the setting and special character of historic towns • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land <p>Your proposed development on the 4 sites in Kings Langley in Options 2/3 of the Consultation Paper is totally disproportionate to the size of the village and goes directly against these 5 purposes. Excessive development in and around the village (it will more than double the size of the village) will blur the village boundaries - Kings Langley will coalesce into Hemel and will lose its village identity. Beautiful open landscapes (3 of which have public access) and local wildlife will be lost.</p> <p>I also have serious concerns about the lack of infrastructure to support the developments. Roads in and around Kings Langley are already severely congested. I leave for work at 7:20 on a Monday and sit in a traffic jam up by the Rose and Crown pub queueing to get onto the M25 - this normally takes me up to 15 mins to get to the motorway. The increase in traffic that these new developments will inevitably bring will exacerbate this problem and cause more pollution in the village, not to mention increase stress levels of commuters. Similarly, driving through Apsley to Hemel in rush hour or on a Saturday can take up to an hour due to the sheer volume of traffic. What plans are in place to ease the current traffic situation?</p> <p>In addition to traffic concerns, we already have over-subscribed schools (where will all these children be educated?) and full doctors surgeries.</p>

	<u>I urge you to consider all the factors above and the massive negative impact these proposed developments will have on Kings Langley.</u>
Include files	
Number	Question 46
ID	LPIO7528
Full Name	Mrs Cath Dickins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Rectory Farm</u></p> <p>I am aware that the farm has been sold to a property developer and, living opposite the farm, am very concerned about the planning permission that will no doubt be submitted shortly. Rectory Farm was classed as an area of outstanding natural beauty and this will all be lost if substantial development is permitted. In particular, I am very concerned about the allocation of parking spaces. You only have to see the development on Red Lion Lane where there are clearly not enough parking spaces and cars park up the kerb on the main road.</p>
Include files	
Number	Question 46
ID	LPIO7529
Full Name	Mrs Cath Dickins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Wayside Farm</u> - this is one of only 2 dairy farms with jersey cows in the county. Charlie Wray, the current tenant farmer has built up a successful business which is supported by many people who live in the village plus those in the surrounding areas and further afield. It would be awful to lose such a unique thriving farm business.</p>
Include files	
Number	Question 46
ID	LPIO7533
Full Name	Anthony Bellamy

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Berkhamsted has had numerous sites developed over the last decade and when planning permission is sought promises made regarding improvements to the infrastructure are made. Except where a Section Agreement for say road improvements is made no work is carried out. We still have the same inadequate drains, water mains that are too small and leak at regular intervals no further investment in schools, doctors or hospitals serving the area. As a town we have had more than our share of expansion and now it should be Hemel Hempstead which has had virtually no expansion over the same period that shoulders the expansion.
Include files	
Number	Question 46
ID	LPIO7535
Full Name	mr Joe O'Gorman
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 email is to object to your potential planning ideas on 4 green belt sites in and around the VILLAGE of Kings Langley.</p> <ol style="list-style-type: none"> 1, These developments would change the character of a historic village 2, The number of units proposed would double the size of residents almost turning the village into a town <ol style="list-style-type: none"> 1 Lack of suitable road networks I live opposite Wayside Farm, it can take me up 20 minutes in busy times just to travel a few hundred yards. The traffic already backs up from the M25 to the village in rush hours. More cars from new home owners would make commutes and school runs much longer. Also the stretches of motorways near by are already some of the heaviest/busiest in the country. 4, Local schools are full and over subscribed, that's without the threat that the Steiner school possibly closing ? 5, All proposed sites would be a loss of valued landscape. Wayside is one of only two working diary farms within Herts

	6, Parking as you are must surely be aware is huge problem through out the area. Local side streets have parking issues with the college students. Driving down Red lion in Nash Mills is an absolute joke . Whoever thought it was ok to pass planning for the numerous developments to be built there without enough parking quite frankly needs to give themselves a good talking to !
Include files	
Number	Question 46
ID	LPIO7538
Full Name	Guy Barlow
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 concern and disapproval on the plans for Berkhamsted, Herts in the Dacorum's Local Plan which will look to build 1600 more houses – in addition to the 628 recently built & the 600 already planned, which will make Berkhamsted nearly 25% larger. The topography of the town will not allow this, with the steep sided valley already being congested with traffic and the proposed developments could add a further 4,000 more car journeys per day.</p> <p>The towns infrastructure in respect of schools doctors and other services are already stretched and trying to increase the town s population by 25% is just not feasible.</p> <p>Berkhamsted has already delivered 34% more houses than the target already built, with 10 years of new houses built in first 5 years of the current plan alone, which contrasts to Hemel Hempsteads figure of 21% below target and I believe that you want to remedy this shortfall by putting more expensive houses in Berkhamsted, allowing developers to increase margins and profits, with developers having built virtually no affordable houses in the most recent developments to date in the town.</p> <p>I understand that there is a housing issue in the region that needs to be addressed but each town / area needs to contribute equally and not some towns taking the burden with other towns not doing their fair share.</p> <p>As the Planning Inspector stated in his Core Strategy report, development in Berkhamsted “<i>has to be balanced against the need to protect the town’s historic character and setting</i>” and excessive growth in Berkhamsted proposed in all but one of the options on the table does not do this.. Berkhamsted should most definitely not be punished because the town has developed at a faster rate than required by the plan</p>
Include files	

Number	Question 46
ID	LPIO7539
Full Name	Guy Barlow
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The Gran Union Investments plan to develop 6 sites should be rejected for the town of Berkhamsted as this will ruin the town and needs to be thought through with consideration for the long term benefit of the town and region and not just the short term gain of the developer .
Include files	
Number	Question 46
ID	LPIO7541
Full Name	Mrs Leighton-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>Many of the problem I will be bringing up have been problems Even before such large housing developments were contemplated .</p> <p>Increased traffic, In The high street, box lane, and other lanes.</p> <p>The intrastructure, i.e. schools, medical care, and drainage.</p> <p>This need to be put in place..BEFORE..any large development Is started...this is probably were all of the main problems associated with the village started With the large development of..the moody homes.</p> <p>Over 40 yrs ago !!</p> <p>Compounded with The Mount prison, and associated housing That was built for the staff !!</p> <p>Most people who live in the village work elsewhere.</p> <p>Walking, biking, or public transport is not an option.</p> <p>They need cars, so little provision is made for vehicle parking Near their dwellings, part of the parking problem !!</p> <p>Finally, sites given are green belt, left to improve the lives of those Who live near by, not for housing. There are plenty of brown field Sites that should be used first</p>
Include files	

Number	Question 46
ID	LPIO7543
Full Name	Richard Cliffe
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 resident of Blegberry Gardens, Berkhamsted, I am writing to oppose the proposed Crest Nicholson development adjacent to our properties.</p> <p>We moved here to be in a semi-rural location, of which now the greenbelt land we overlook is being threatened by the building of new homes. No one has taken into consideration the impact a new development will have on the local residents, nor the environment. We have a high proportion of Greenbelt and these assets are a fundamental part of the character of the area.</p> <p>How do you propose accommodating school places for additional families when our local schools are already oversubscribed? We have three children – our eldest who are aged 6 & 7 years were refused places at our closest local school (Greenway) due to over subscription. There are not enough places available for current children in Berkhamsted, how on earth will our schools cope with even more children wanting places?</p> <p>Berkhamsted as it is struggles to cope with the sheer volume of traffic – how will we cope with even more, and not to mention the increased pollution. The High Street is often gridlocked and parking in the town is extremely difficult.</p> <p>I trust you will take on board the raised points.</p>
Include files	
Number	Question 46
ID	LPIO7544
Full Name	Peter and Hilary Mills
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 in the strongest possible terms to the recent plans for further development in Berkhamsted.</p> <p>Berkhamsted already groans under too much traffic! The town is small with narrow streets, and, unfortunately most of the homes leading from the High Street have no parking at all. Trying to drive down these roads, never mind park, is almost impossible.</p>

	<p>The town was never built for large scale development. The infrastructure is already struggling. There are not sufficient schools, doctors, dentists as it is, it will be impossible if all these proposals go ahead.</p> <p>How on earth the planners envisage more cars pouring through our narrow streets is impossible. Driving from one end of the town to the other along the High Street can take half an hour! To build more houses in this small town is quite simply irrational.</p>
Include files	
Number	Question 46
ID	LPIO7545
Full Name	Charlotte Cliffe
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 object to the proposed developments in Berkhamsted, but more specifically the land adjacent to Blegberry Gardens.</p> <p>Berkhamsted is already over developed, with the recent addition of the Taylor Wimpey development on Shootersway (Bearroc Park) - I have three young children and now feel it is unsafe to walk along Shootersway due to the increased volume of traffic. The local infrastructure cannot cope with more traffic. The High Street is often gridlocked and parking is extremely difficult.</p> <p>Schools are already over subscribed - there simply isn't the room in our town for the addition of more families requiring school places for their children.</p> <p>Our town is precious, we don't want to be living in a concrete jungle - we should be proud of the surrounding Greenbelt and not be giving it up to local developers.</p>
Include files	
Number	Question 46
ID	LPIO7547
Full Name	Brenda Ashby
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside Farm. Mass development here would mean the loss of a great local amenity and one of the last two dairy farms in the constituency. The tenant farmer (of</p>

	<p>40 years) would lose his livelihood and there would be a loss of landscape, views and country walks, to say nothing of the hugely popular Jersey milk (which people come from far and wide to buy). Building here would inevitably spread across the A41/M25 and could result in the village being swallowed up by Watford.</p> <p>When offices to the north of Kings Langley stand empty, why would we need more to be built here?</p> <p>Shendish Manor (which is actually in Kings Langley, not Hemel Hempstead). Large scale development here would eventually mean being joined to Hemel Hempstead, with consequent loss of our individual village identity.</p> <p>Coalescence north and south of Kings Langley would mean it potentially doubling its size and Kings Langley becoming a town rather than a village.</p> <p>The A4251 road through Kings Langley is already very congested and could not cope with further traffic. Widening of the road would be impossible in the village due to the historic buildings in the high street.</p> <p>Rectory Farm. At present this land is worked by local residents who grow crops for sale at the monthly village market. Not only is this of health/social benefits to the growers, but provides fresh produce to the residents. I understand there are also plans for a small nature reserve, again of benefit locally. Building here would therefore be a detrimental step</p>
Include files	
Number	Question 46
ID	LPIO7556
Full Name	David Reavell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am strongly opposed to development TR-h1, TR-h4 and TR-h5 which are inappropriate in scale to the local area and would irreversibly change the character of the local area. The infrastructure improvements required to cope with such scale of development would be impossible to achieve within the current settlement pattern of the town. Alternative sites within the borough offer less damaging options for future development.
Include files	
Number	Question 46
ID	LPIO7565
Full Name	Fiona Reavell
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am strongly opposed to development TR-h1, TR-h4 and TR-h5 which are inappropriate in scale to the local area and would irreversibly change the character of the local area. The infrastructure improvements required to cope with such scale of development would be impossible to achieve within the current settlement pattern of the town. Alternative sites within the borough offer less damaging options for future development.
Include files	
Number	Question 46
ID	LPIO7567
Full Name	Kev
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 just read the Dacorum Core Strategy, I am appalled so see the consideration of the closure of Wayside Farm and inappropriate development of Green belt land in Kings Langley. Many villagers regard Wayside Farm as an essential part if our community. Bringing local children closer to working farm animals, providing fresh farm shop produce and providing a much needed green environment in an area close to a highly polluting motorway and A road.</p> <p>Therefore I suggest option 1A would be the best option as I don't believe local roads or public services could cope with the scale of development proposed.</p> <p>Kings Langley has seen a number of large scale developments in recent years. These include Pinnacle House and the Ovaltine development. Any further large scale development would change the character of the village for the worse and as I have mentioned before, would put much strain in roads and local services.</p>
Include files	
Number	Question 46
ID	LPIO7569
Full Name	Sarah Carne
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 object in the strongest terms to the proposed sites BOV-h 1, 2, 3 and 4 in the Dacorum Core Strategy and to state my preference is <u>Option 2B</u>.</p> <p>Specifically I would make the following comments</p> <p>The proposal conflicts with Central Government's and Dacorum's Core Strategy to "<i>minimise impact on Green Belt</i>" and "<i>safeguard the countryside</i>".</p> <p>The main 'B' road from Hemel to Bovingdon is already the busiest in Hertfordshire and these proposals would see an major increase in traffic which will only add to the existing problems facing the village with regards to parking, road safety and air quality. Significant investment is already required to solve these problems before any more housing is built.</p> <p>Community services in the village are already at maximum and this would need to be addressed before any increase in housing.</p> <p>Currently the village has environmental issues with regard to water abstraction, drainage/sewer system and localised flooding particularly at the Ryder Memorial and Hempstead Road entering the village (near proposed BOV-h4 site). Without significant investment and modernisation increase in housing to the level proposed would have significant impact on quality of life for the existing community.</p> <p>The proposals would represent a 25% expansion of the village which in itself is likely to course a significant and unreasonable impact on the quality of life on the existing community made worse by the no plans to either improve the existing inadequate infrastructure.</p> <p>No plans to ensure that the significant revenues generated by the development of these sites returns taxed income to the community. It is already apparent that the land owners are developing these sites through self-owned corporations to minimise "costs".</p> <p>These sites are being proposed and pushed by land owners seeking to turn Green Belt in to building land and return huge profits to them and the developers. Dacorum is ready to except these proposals through convenience, to satisfied their own obligations to central government, rather than development the numerous brownfield sites within the borough. By proposing these developments Dacorum are showing a blatant disregard towards the impact on the village and the wider community.</p>
Include files	
Number	Question 46
ID	LPIO7571
Full Name	Kathryn Pinder
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 my comments on the Dacorum Council's Local Plan with specific regard to Bovingdon.</p> <p>I am extremely concerned about the lack of infrastructure and also community service improvements included in the plans. We already have traffic congestion and parking issues in the village, especially in the High Street and Green Lane. Extra housing on the scale proposed will exacerbate the negative impact caused by vehicles such as road safety. Our school is already near full capacity and has no room to expand in it's current location.</p> <p>The strain on the drainage system puts the village at increased risk of flooding particularly in the area of the Ryder Memorial where we already have problems.</p> <p>The sites proposed will reduce our Green Belt, but we still have a large Brownfield site at Bovingdon airfield. Surely it would make more sense to develop this first.</p> <p>Unless these issues are addressed at the same time as any development I consider Option 2B to be the best option for Bovingdon.</p>
Include files	
Number	Question 46
ID	LPIO7572
Full Name	Mrs Kate Nunney
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 that Tring needs more homes, a variety to suit all age groups.</p> <p>Housing should not be high density, people deserve to live in a pleasant environment.</p> <p>The entry to Tring from the A41 is beautiful and should be kept as it is an asset to the town.</p> <p>Cow Lane is a very busy road as it is and each end has its problems with many near miss incidents. Any future development in this area would necessitate road improvements at both junctions. Also the parking along the length of the road at weekends, due to sports events,</p>

	causes havoc now. With more cars using Cow Lane in the future this would become a real danger spot.
Include files	
Number	Question 46
ID	LPIO7573
Full Name	Mrs Kate Nunney
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The site Trh1 seems the best area for development and I like the fact that a school and shop have been planned for.
Include files	
Number	Question 46
ID	LPIO7574
Full Name	Mr Graham 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>The proposed development - Option 1A for the Shendish area - is wholly unsuitable. The current road structure could not possibly handle a further increase following the Nash Mills residential development and the earlier redevelopment of the old John Dickinson Apsley site with an hotel, businesses and homes. To place a further burden on the areas existing road structure, which has seen no significant improvements in most people's lifetimes, would be totally irresponsible and hugely damaging to the environment.</p> <p>The amenity offered by the current land usage would be lost forever for future generations and would not be replaced, this would represent a shocking abandonment of our responsibility as current custodians of our landscape heritage.</p> <p>When making the decision I feel strongly that the planning committee should judge if they feel that the current level of infrastructure - which is virtually at breaking point - could handle such a colossal increase in demand.</p>
Include files	
Number	Question 46
ID	LPIO7575

Full Name	mrs caroline Kendall
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 strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring for the following reasons:</p> <p>There are suggestions of some reasons for rejection in the draft attached – e.g.</p> <ul style="list-style-type: none"> • Adjacent to Chilterns AONB • Green Belt – green corridor into town • Site overwhelmingly rejected last time round • Urban sprawl • Crazy to put industrial units and warehouses near town [more than 12 acres] • No need for petrol filling or supermarket in Tring • Traffic congestion, pollution • No plans for infrastructure – schools/car parking problem in Tring • Loss of valuable farmland • Wildlife site
Include files	
Number	Question 46
ID	LPIO7577
Full Name	Mr Garry Lilburn
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 support for Option1A on the strategic housing options within Dacorum. If building is necessary it should only be confined to the towns and should not lead to villages being increased in size.</p> <p>My reasons are that I chose to live in Kings Langley as it was a village. I enjoyed that when you approached the village you came through green belt areas such as by the Wayside Farm and that when I went for a walk I had a short walk before I was in the countryside.</p> <p>The character of the village is why I chose to live here and to increase its size, allowing the village to join up with other areas will lose the current identity of the village and will lose its character. Village life should be exactly that. Any proposals to increase the size of the village would make it almost like a small town rather than a village and this should be opposed.</p>

	<p>The joining up of areas i.e. using up green areas for building will lose Kings Langley's character of a village atmosphere, green spaces close to the village centre, as sense of community which towns do not offer. This is the reasons why so many people live here and to change that character through the coalescence with other areas should be opposed and I object to any building in this area for that reason.</p> <p>I would also state that building in Shendish is NOT Hemel Hempstead despite the postcode but is very much part of Kings Langley. Allowing Kings Langley to be swallowed up to Hemel Hempstead in this manner who be terrible for Kings Langley also and particularly its damaging to it character as a village.</p> <p>I also do not think that the arterial roads or services could cope with such developments but I appreciate that this may not hold sway with your strategic decision making. I do however think that making the severely congested roads even more congested would affect the character of the village. To have a High Street completely blocked by traffic queuing to join the M25 or queuing to get through the village High Street from the M25 will ruin the character too: eating/drinking in the High Street will be very unpopular and the sense that the High Street as the centre of the village will be eroded if it cannot be reached due to weight of traffic for prolonged periods twice a day.</p> <p>In summary, I object to building in Kings Langley and favour the options of increasing the Dacorum towns but not to the detriment of neighbouring villages.</p>
Include files	
Number	Question 46
ID	LPIO7578
Full Name	Mr Garry Lilburn
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 also state that building in Shendish is NOT Hemel Hempstead despite the postcode but is very much part of Kings Langley. Allowing Kings Langley to be swallowed up to Hemel Hempstead in this manner who be terrible for Kings Langley also and particularly its damaging to it character as a village.
Include files	
Number	Question 46

ID	LPIO7580
Full Name	Mr Leonard Stickland
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 support for Option1A on the strategic housing options within Dacorum. If building is necessary it should only be confined to the towns and should not lead to villages being increased in size.</p> <p>My reasons are that I chose to live in Bovington as it was a village. I enjoyed that when you approached the village you came through green belt and that when I went for a walk I had a short walk before I was in the countryside.</p> <p>The character of the village is why I chose to live here and to increase its size, allowing the village to join up with other areas will lose the current identity of the village and will lose its character. Village life should be exactly that. Any proposals to increase the size of the village would make it almost like a small town rather than a village and this should be opposed.</p> <p>The joining up of areas i.e. using up green areas for building will lose Bovington's character of a village atmosphere, green spaces close to the village centre, as sense of community which towns do not offer. This is the reasons why so many people live here and to change that character through the coalescence with other areas should be opposed and I object to any building in this area for that reason.</p> <p>I also do not think that the arterial roads or services could cope with such developments but I appreciate that this may not hold sway with your strategic decision making. I do however think that making the severely congested roads even more congested would affect the character of the village. To have a High Street completely blocked by traffic queuing to get through the village is already proving a problem.</p> <p>In summary, I object to building in Bovington and favour the options of increasing the Dacorum towns but not to the detriment of neighbouring villages.</p>
Include files	
Number	Question 46
ID	LPIO7582
Full Name	Helena Finnegan
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 objections are</p> <ul style="list-style-type: none"> • The proposal conflicts with Dacorum's Core Strategy to 'minimise impact on green belt' and 'safeguard the countryside'. Once built on, the green belt is gone forever. • Not counting the village businesses and the homes in more rural areas, there are roughly 1750 homes in Bovingdon. 450 new homes would increase the village's total homes, populations and cars by 25% • Increasing homes without addressing the village's major traffic congestion and parking problems will make both far worse and exacerbate their negative impact on local businesses, air quality, road safety and quality of life • Bovingdon Academy is at or near full capacity with no room to expand. Village doctors and dentists are at or near capacity. <p>- Such a dramatic increase in homes, population and cars means more pollution. The effects on the environment include the loss of green belt, increased water abstraction, deterioration of soil quality, increased pressure on drainage/sewer systems, increased flood risk particularly at the Ryder Memorial.</p> <p>My preferred is Dacorum Council Assessed Need option 2B – 0 homes.</p>
Include files	
Number	Question 46
ID	LP107584
Full Name	Mr John Brabner
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 most of the local consultation meetings and the exhibition in the Civic Centre, and having now been to see all of the sites, would comment as follows:</p> <p>-</p> <ol style="list-style-type: none"> 1 Connecting access to and from all nominated sites (with <i>possible</i> exceptions of Be-h7 and O-h1) and the town centre/shops and external road links, is next to nigh impossible without seriously compromising the current already overloaded road and parking systems. 1 Insufficient attention appears to have been given to provision of infrastructure (water, drainage, medical, schools etc etc) which is in the same

current overloaded position as the roads and parking.

- 1 Berkhamsted is already ahead of housing development target numbers while I understand Hemel Hempstead is behind such targets.
- 1 The linear nature and valley contours of Berkhamsted, with very restricted access up and down the steep sides of the valley, makes all the sites unsuitable for development on the scales proposed. Again, sites Be-h7 and O-h1 are possible exceptions.
- 1 The whole of Berkhamsted is bulging at the seams and cannot take any more human or vehicular traffic into the town centre – the business and social hub of the town.
- 1 Access to business sites on the edge of town such as Northbridge Road is again already at capacity.
- 1 It is appreciated and totally agreed that more housing is needed in Dacorum, but not at the upper financial end of the housing market that would be attracted to the proposed sites.
- 1 The assertion that each site will have 40% 'affordable' housing does not cut any ice from the way such estates as Bearroc have demonstrated already. The town needs starter homes not million pound houses or even affordable ones at 80% of that value.
- 1 ANY further development that creates more traffic along the top of the valley from Shooters Way or the top of Swingate Lane will I believe place an intolerable burden on access to and from Cross Oak Road, Kings Road, Chesham Road and Ashlyns School.
- 1 Such developments will also add use to the already overloaded parking areas in and around the station, and exacerbate the current pressure on roads close to town which suffer from commuter parking.
- 1 It has already been proved that there is a gross lack of parking in town for residents, commuters, shoppers and employees (lifeblood of future prosperity) and the proposed developments will all add to these problems - not contribute in any way to solving them.

	As I have lived for 40 years in a conservation area of the town that has no contact at all with any of the proposed sites, I do not consider my comments as NIMBY in any way – I simply want to see the town preserved for this <i>and future generations</i> , not without change, but with a controlled development that will not harm it.
Include files	
Number	Question 46
ID	LPIO7585
Full Name	Mr John Brabner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	If any development is to proceed, I suggest that Be-h7 and O-h1 at Bank Mill Lane and Potten End are the only sites that minimise the impact on the surrounding area of the town as a whole.
Include files	
Number	Question 46
ID	LPIO7586
Full Name	Mr John Brabner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	If any development is to proceed, I suggest that Be-h7 and O-h1 at Bank Mill Lane and Potten End are the only sites that minimise the impact on the surrounding area of the town as a whole.
Include files	
Number	Question 46
ID	LPIO7588
Full Name	Alexander Meikle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here

Whilst I do support building on brownfield sites, as I appreciate we do need more housing for young people, I simply cannot accept any of the proposals for building houses on Green Belt sites.

My main concerns are that we will lose the whole character of our village, and will simply become part of Watford and Hemel Hempstead - coalescence, I believe this is called. Given the historical value of Kings Langley, I feel the council need to consider this aspect very seriously.

In addition, there will be a huge increase of traffic on our local roads, which are already in disrepair and over-crowded. There is currently insufficient parking in the village and this will only deteriorate further if any of the additional houses are built.

You will be aware of the huge queues that develop during rush hour, going through the village to get to the M25, or get back from the M25. Unless another bypass of the village was built to assist with the additional volume of traffic the additional housing would cause.

I am also concerned about the impact on local doctor surgeries, as well as local schools. I already have to wait weeks for a routine doctor's appointment - this will only get worse if over 3000 houses are built.

I appreciate that another school could be built on the Shendish site to allow for additional children who would come into the area if additional houses are built - however, the roads are simply not capable of dealing with the additional traffic that the school would bring. The whole road system would need to be overhauled, with the village become pedestrianised to cope with the additional volume of residents.

Given the Chancellor's statement to encourage high quality, high density house building in city centres, with continued protection of green belt sites, I fail to understand why Dacorum Council are looking at building 3000 houses in a market village. This seems completely at odds with the Chancellor's statement.

	<p>I cannot, for the life of me understand why the council is considering building an industrial estate on Wayside Farm. There are still commercial units on Maylands Avenue that are vacant - why do the council think Kings Langley would attract commercial entities if Maylands Avenue are unable to do so?</p> <p>I would suggest that the council look at Bovingdon Airfield for new housing provision. This site would be perfect to create a small village, complete with schools, doctor surgeries and other infrastructure. A decent road system could also be built which would not infringe the local villages.</p>
Include files	
Number	Question 46
ID	LPIO7589
Full Name	Alexander Meikle
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 suggest that the council look at Bovingdon Airfield for new housing provision. This site would be perfect to create a small village, complete with schools, doctor surgeries and other infrastructure. A decent road system could also be built which would not infringe the local villages.</p>
Include files	
Number	Question 46
ID	LPIO7590
Full Name	Alexander Meikle
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 cannot, for the life of me understand why the council is considering building an industrial estate on Wayside Farm. There are still commercial units</p>

	on Maylands Avenue that are vacant - why do the council think Kings Langley would attract commercial entities if Maylands Avenue are unable to do so?
Include files	
Number	Question 46
ID	LPIO7592
Full Name	Mrs Deborah 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>I am writing regarding the proposals to build up to 2500 plus new homes in Tring.</p> <p>Whilst I recognise that some new housing is needed in Tring , and that quotas may be imposed by central government, I have some very major concerns as follows :-</p> <p><u>General Scale of development</u></p> <ol style="list-style-type: none"> 1 With potentially close to 3000 homes proposed in the worst case scenario, this would completely dwarf the scale of Tring, which has less than 5000 existing homes. 2 The secondary school , which is an academy, is full. Any further education provision has the potential to require schoolchildren to be bussed or driven to other schools in the area. The fact that Tring School is no longer under the Herts Education Authority means that they cannot be made to expand or take more pupils, leading to the risk of increased road traffic. 3 Central Tring itself has a very poor road layout, based originally on Victorian road layouts and lanes. Traffic chaos often occurs if a delivery takes place anywhere in Tring High Street at peak times due to its very narrow width. The roads which link to central Tring (eg Frogmore Street, Miswell Lane, Brook Street, Akeman Street) all have very narrow sections which rely on drivers giving way and are effectively one way traffic. Central Tring cannot cope with a significant increase in Traffic. There is no scope to widen or improve the traffic flows unless substantial one way systems were to be introduced, and very widescale restrictions on car parking on the roads in a Victorian town which has no scope for parking elsewhere for the residents.. 4 Tring Station Car Park is often overflowing. It is often not possible to park there on weekdays after mid morning. More homes would mean more commuters from Tring and hence the car park

would become full much earlier, so a solution to this is fundamental to any development going ahead. However, the station car park is in an AONB, so cannot just be expanded.

- 5 The proposed developments all take up very large swathes of green belt land. Whilst the developers and planners say that other areas can be designated Green Belt in their place, this is a fundamental principle at stake. The landowners and developers who have bought Green Belt land at agricultural rates (when Green Belt was more sacrosanct) now stand to make a great deal of profit for themselves. It will also open the floodgates for further land speculation and development if the principle of de-classifying large swathes of Green Belt is allowed to go ahead. There have to be some clear principles invoked and very clear guidelines and rules on when Green Belt can stop being Green belt. Not just to suit which developer puts plans forward for any area of land that they happen to own. It must also not lead to creeping development.

In summary, my views are as follows :-

- 1 I believe that many of the proposed developments are totally unacceptable and unsuitable for reasons outlined above.
- 2 I believe that the Green Belt land should absolutely not be de-classified. It has been set up for very good reasons and a lot of effort in the past has gone into maintaining this Green Belt, which is not just for Tring's benefit, but for the wider South East. The effects would be irreversible.
- 3 I believe that the Tr-h1 and Tr-h6 should not be allowed to go ahead in any form whatsoever, as they break completely outside the natural boundaries of Tring.
- 4 I understand that some increase in housing in Tring is required, but that the 'affordable' housing should be TRULY affordable. I have lived in Tring for 30 years now, having been a first time buyer here back in 1988, and with numerous friends who were also first time buyers back in the 1980's.. At that time a house costing three times my salary was only just affordable. We need to continue to have a town where it is possible for young people (including our growing children) to start off. There are numerous 'executive' homes on large plots already. Therefore a significant amount of the development should be geared towards local people on lower incomes and the young. Anything which encourages land or property speculation or buy-to-let should be strongly discouraged.
- 5 If there is a significant increase in housing, then a huge effort needs to be made to discourage car use, by the provision of high quality walking and cycling routes to and from the centre of town, the sports grounds and facilities and Tring Station. There also needs to be a significant improvement

	<p>in public transport to and from Tring from the adjacent towns and Tring Station.</p> <p>6 All the usual aspects of schools, doctors, drainage, sewerage , infrastructure, on street parking etc must be considered well in advance.</p> <p>7 The Hospitals in Watford and Stoke Mandeville can barely cope with the pressures of increasing housing development in Bucks and Herts, and this has to be addressed before any large scale developments in Dacorum.</p> <p>8 Any money flowing from any Section 106 agreements should be spent on improvements in Tring. Previously money gained from Section 106 agreements within Tring have been taken by Dacorum BC and used for schemes in Hemel Hempstead 9I have no local political affiliations, but a strong sense of what is morally right).</p> <p>9 For Tring's narrow streets to function with a potential very large increase in car ownership and usage, a lot of thought has to be given to parking provision for existing residents, town centre car parking and Tring Station car parking, all of which are often unacceptable now.</p> <p>0 Dacorum Borough Council should keep very closely abreast of the latest rules coming out from Central Government, which is likely to put more emphasis on affordable housing, energy efficiency etc, so that we get the best moral outcome for any development in Tring, and we do not provide more housing than is truly required, or housing with a high profit margin to suit developers.</p> <p>1 All developments should have adequate planting of trees and hedgerows to maintain the rural feel to Tring.</p>
Include files	
Number	Question 46
ID	LPIO7593
Full Name	Mrs Deborah 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><u>Tr-h1 – North of Station Road</u></p> <p>The drainage of this stretch of road has never been successfully sorted out, with significant flooding when there is heavy rainfall, leading to pedestrians and cyclists getting drenched by passing cars. The well used footpath and cycle path to the station are unlit and very narrow in places and are very poorly maintained. It is also a dangerous stretch of road, with fairly regular accidents at the Station Road / Cow Lane crossroads. Adding up to 1000 homes in this area, which would require cars to</p>

	<p>cross the cycle lane and footpath for access and egress, would have a major negative effect.</p> <p>Cyclists commuting to and from Tring Station would be extremely vulnerable on dark mornings and evenings, as they often travel at reasonable speeds and would be unable to stop if cars were coming in and out of this development.</p> <p>In addition, Tring Station would effectively become a part of Tring, and the opening up of part of this large area would inevitably lead to creeping development, again to the benefit of land speculators, as further Green Belt areas became de-classified to the north.</p> <p>Building of houses over a period of nearly two decades would lead to massive disruption on a road which is totally unsuitable for the movement of large numbers of HGV's and which is extremely hazardous in its current form.</p> <p>This area is furthest from the centre of Tring and is likely to lead to a significant increase in car use into Tring.</p> <p>I believe that the Tr-h1 and Tr-h6 should not be allowed to go ahead in any form whatsoever, as they break completely outside the natural boundaries of Tring.</p>
Include files	
Number	Question 46
ID	LPIO7594
Full Name	Mrs Deborah 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><u>Tr-h2 – Land West of Marshcroft Lane & Tr-h3 – Land at Icknield Way / Grove Road (New Mill)</u></p> <p>Whilst these are areas of Green Belt, they look to impinge less on the overall expansion of Tring, and whilst the roads which access them are not suitable for significant amounts of extra traffic, I would have less objections to some development of these areas.</p>
Include files	
Number	Question 46
ID	LPIO7595
Full Name	Mrs Deborah 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><u>Tr-h4 – Land at Cow Lane / Station Road</u></p> <p>This is a smaller scale infill, and whilst it is located at a dangerous junction, because it is south of Station Road, I would see fewer hazards and disruption in the construction and subsequent use of this area for housing development.</p>
Include files	
Number	Question 46
ID	LPIO7596
Full Name	Mrs Deborah 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><u>Tr-h5 – Land at Dunsley Farm/London Road</u></p> <p>Although this area provides a rural feeling route into Tring, out of all the options for large numbers of dwellings, I see this as having the least negative impact on Tring for the following reasons :-</p> <ul style="list-style-type: none"> • The land is currently farmer's fields, and as such would lend itself to a phased development. • The land can be accessed straight off the A41 by construction traffic and the future homeowners without the need to travel through Tring or the unsuitable roads around Tring. • I would hope that because this land is owned by Hertfordshire County Council, that they will use their ownership and influence to ensure that any development provides truly affordable housing, and is not just done for the benefit of land speculators, property developers and absentee landlords. • It would be essential that a wide belt of trees and screening is put in place between the roads and any development.
Include files	
Number	Question 46
ID	LPIO7597
Full Name	Mrs Deborah 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><u>TRh6 – Land North of Icknield Way</u></p> <p>This land is on a large area which is visible from the north side of Tring. Any development here would have the significant risk that the development would continue creeping westwards to put an end to the rural northern boundary to Tring forever.</p> <p>It is also the worst place for access to Tring Station, as cars would use the narrow roads to get across Tring to Station Road.</p> <p>I believe that the Tr-h1 and Tr-h6 should not be allowed to go ahead in any form whatsoever, as they break completely outside the natural boundaries of Tring.</p>
Include files	
Number	Question 46
ID	LPIO7598
Full Name	Mr Roy Norton
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 comment on this plan, in particular the housing development options for Tring.</p> <p>It is clear that more housing is needed to meet demand particularly for younger people. However, this should reflect those particular needs and take account of the characteristics of the town and its ability to absorb an increased population.</p> <p>We think new building should be skewed towards smaller, affordable houses. The number of new homes should take account of the current infrastructure (schools, doctors, road capacity, car parking etc). Currently, Tring schools and doctors are at or near capacity. Tring High Street is very congested and the town car parks fill very quickly (and it's impossible to park at the station after 9.00 a.m.. weekdays). Any significant increase in homes must be preceded by an expansion of the necessary infrastructure.</p>
Include files	
Number	Question 46
ID	LPIO7599
Full Name	Mr Roy Norton
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Taking this into account, of the proposals on the table for Tring, development of the Dunsley Farm area is probably the least disruptive. Effectively it would extend the High Street and the site could support homes, shops etc - there is, of course, a supermarket close by. There would also be easy access to the A41 and the by-pass.
Include files	
Number	Question 46
ID	LPIO7601
Full Name	Mr David Spencer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	My view is that the plan should limit building to 600 houses per option 1b. The infrastructure in Berkhamsted is already stretched in respect of schooling, Doctors surgeries and traffic. I live in Montague Road and have witnessed first hand speeding motorists in built up areas, using local roads as rat runs and causing accidents, with no regard for local residents. Parking is also a significant problem with local roads jammed with dangerously parked cars, with no regard to children or the disabled.
Include files	
Number	Question 46
ID	LPIO7604
Full Name	Mr Peter Janes
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 like to register my strong objection to the proposal to remove 4 areas of Bovingdon from the Green Belt and to build 450 new homes in the village area. This proposal represents a completely unacceptable expansion of the village, the facilities in which are already overburdened. The village is currently large, and the proposed expansion would result in it losing the village atmosphere and becoming a small town.

	<p>The proposal would result in a considerable increase in traffic on the local roads which are frequently at saturation point, making travel for current residents more difficult and slow.</p> <p>The proposed loss of Green Belt conflicts with Dacorum's Core Strategy to 'minimise impact on Green Belt' and 'safeguard the countryside', would reduce habitat for wildlife which is already under pressure, and would have a detrimental effect on the quality of life of local residents.</p> <p>The proposed considerable additional population would have a detrimental effect on the environment as a result of pollution from extra vehicles, water and drainage requirements and general pollution arising from human activity. This again would impact on the quality of life for existing residents.</p>
Include files	
Number	Question 46
ID	LP107607
Full Name	Charlotte Charlesworth
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 object to the development of both Shendish and Kings Langley for the following reasons, all of which add to the impracticability of the development proposals unless a very significant amount of extra money is spent to radically improve the infrastructure of the area.</p> <ul style="list-style-type: none"> • The volume of traffic along the London/Hempstead road, both through Kings Langley to the M25 interchange and through Apsley to Hemel Hempstead and on right up to the M1 junction is already dire during the morning and late afternoon peak times. It can, and often has, added up to 45 minutes to my journeys. It is difficult for emergency vehicles to get through this traffic. • The entry point to Shendish Manor Drive is virtually opposite the small entry roundabout to the County Council and Westside offices, and it is often difficult to turn onto or off the London road. • There is regular flooding under the bridge at the bottom of Rucklers Lane which adds to the slow traffic and is an indication of grey water sewerage problems in the area. • There has already been a considerable increase in the local population over the past few years

	which has had a negative impact on the roads and trains, local car parks, and the local medical services.
Include files	
Number	Question 46
ID	LPIO7608
Full Name	Charlotte Charlesworth
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 object to the development of both Shendish and Kings Langley for the following reasons, all of which add to the impracticability of the development proposals unless a very significant amount of extra money is spent to radically improve the infrastructure of the area.</p> <ul style="list-style-type: none"> • The proposal put forward by the Shendish consortium is factually inaccurate. There are nine properties that are privately owned within the northern section of land put forward as available for development by the consortium. This is wrong (including morally wrong) and misleading. The Land Registry Title numbers can be found on the Registry website. • The volume of traffic along the London/Hempstead road, both through Kings Langley to the M25 interchange and through Apsley to Hemel Hempstead and on right up to the M1 junction is already dire during the morning and late afternoon peak times. It can, and often has, added up to 45 minutes to my journeys. It is difficult for emergency vehicles to get through this traffic. • The entry point to Shendish Manor Drive is virtually opposite the small entry roundabout to the County Council and Westside offices, and it is often difficult to turn onto or off the London road. • There is regular flooding under the bridge at the bottom of Rucklers Lane which adds to the slow traffic and is an indication of grey water sewerage problems in the area. • There has already been a considerable increase in the local population over the past few years which has had a negative impact on the roads and trains, local car parks, and the local medical services.

Include files	
Number	Question 46
ID	LPIO7609
Full Name	Mr Philip Burwell
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 Dacorum Local Plan consultation document, I wish to register my objection to the proposals to build on Green Belt land in King's Langley Parish, including Shendish. I am particularly concerned that, although Shendish is in the Parish of King's Langley, there are parts of the Local Plan which consider it as part of the outskirts of Hemel Hempstead. Any part of The Plan which refers to 'outward expansion of the three towns', or 'outward expansion of Hemel Hempstead' must not include Shendish.</p> <p>The Green Belt should be preserved - once it has gone, it has gone forever. It was put in place to ensure that areas of important countryside were kept free of development. The woods and fields support an abundance of wildlife, including red kite and muntjac deer. The Green Belt provides an important leisure amenity for the community, for walkers and golfers. It also maintains the village boundaries, preventing coalescence between them and nearby towns such as Hemel Hempstead. Without the Green Belt, the whole Hemel/Apsley/King's Langley area will become an urban sprawl. It would be devastating to the local community now, and for the future, if the village nature of Shendish, King's Langley and Apsley were destroyed.</p> <p>Further development around the King's Langley Parish will have an enormous impact on road access in the area. The A4251 is already very busy at peak times, with long queues through Apsley and King's Langley converging on the M25/A41 roundabout. Because of the developments in Apsley Mills, Nash Mills Road and Lower Road, there is a considerable bottleneck at the Red Lion junction. It is hard to see how this junction could be improved, because of the restriction of the railway bridge. Ruckler's Lane is a very narrow country road which will not be able to handle the considerable increase in traffic which proposed access to a big development on the Shendish estate would bring.</p> <p>Shendish Manor Hotel and Apsley Manor Farm (HH-h3) are protected by strict planning regulations which ensure that alterations and developments do not alter or mar the unique rural character of the estate. Some buildings are listed, and all come within the curtilage of the Manor House. Much of the woodland is protected by Tree Preservation Orders, and the Hotel's parkland setting is a Registered Park of Historic Interest. Access to the site across the narrow drive and railway bridge is restricted,</p>

	<p>and would require major works to cope with further development on Shendish Estate; the road up to the bridge would need widening, which would be difficult because there are houses on either side, the bridge would need considerable strengthening and enlarging to take the heavy construction traffic and the consequent extra vehicles from a new housing development, and the driveway up to the hotel, currently bounded by trees, would need re-developing. This would destroy the 'countryside' approach to the Manor Hotel and Farm buildings. The Local Plan's Site Assessment conclusions 'key land use issues' explain clearly why the Shendish estate is unsuitable for the sort of development suggested in the Plan.</p> <p>The Plan mentions in passing that the 18-hole golf course might be 'retained, but likely to be reduced in area'. It is suggested that it would be halved to a 9-hole course. This will not be acceptable to residents and golfers, and would not be very attractive to the hotel for its 'golfing weekends'.</p> <p>The brownfield site development at Apsley has regenerated the area, but at a cost to the local infrastructure. Consideration should be given to other brownfield sites in preference to Green Belt.</p>
Include files	
Number	Question 46
ID	LPIO7610
Full Name	Mr Philip Burwell
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 Dacorum Local Plan consultation document, I wish to register my objection to the proposals to build on Green Belt land in King's Langley Parish, including Shendish. I am particularly concerned that, although Shendish is in the Parish of King's Langley, there are parts of the Local Plan which consider it as part of the outskirts of Hemel Hempstead. Any part of The Plan which refers to 'outward expansion of the three towns', or 'outward expansion of Hemel Hempstead' must not include Shendish.</p> <p>The Green Belt should be preserved - once it has gone, it has gone forever. It was put in place to ensure that areas of important countryside were kept free of development. The woods and fields support an abundance of wildlife, including red kite and muntjac deer. The Green Belt provides an important leisure amenity for the community, for walkers and golfers. It also maintains the village boundaries, preventing coalescence between them and nearby towns such as Hemel Hempstead. Without the Green Belt, the whole Hemel/Apsley/King's Langley area will become an urban</p>

sprawl. It would be devastating to the local community now, and for the future, if the village nature of Shendish, King's Langley and Apsley were destroyed.

Further development around the King's Langley Parish will have an enormous impact on road access in the area. The A4251 is already very busy at peak times, with long queues through Apsley and King's Langley converging on the M25/A41 roundabout. Because of the developments in Apsley Mills, Nash Mills Road and Lower Road, there is a considerable bottleneck at the Red Lion junction. It is hard to see how this junction could be improved, because of the restriction of the railway bridge. Ruckler's Lane is a very narrow country road which will not be able to handle the considerable increase in traffic which proposed access to a big development on the Shendish estate would bring.

Shendish Manor Hotel and Apsley Manor Farm (HH-h3) are protected by strict planning regulations which ensure that alterations and developments do not alter or mar the unique rural character of the estate. Some buildings are listed, and all come within the curtilage of the Manor House. Much of the woodland is protected by Tree Preservation Orders, and the Hotel's parkland setting is a Registered Park of Historic Interest. Access to the site across the narrow drive and railway bridge is restricted, and would require major works to cope with further development on Shendish Estate; the road up to the bridge would need widening, which would be difficult because there are houses on either side, the bridge would need considerable strengthening and enlarging to take the heavy construction traffic and the consequent extra vehicles from a new housing development, and the driveway up to the hotel, currently bounded by trees, would need re-developing. This would destroy the 'countryside' approach to the Manor Hotel and Farm buildings. The Local Plan's Site Assessment conclusions 'key land use issues' explain clearly why the Shendish estate is unsuitable for the sort of development suggested in the Plan.

The Plan mentions in passing that the 18-hole golf course might be 'retained, but likely to be reduced in area'. It is suggested that it would be halved to a 9-hole course. This will not be acceptable to residents and golfers, and would not be very attractive to the hotel for its 'golfing weekends'.

The brownfield site development at Apsley has regenerated the area, but at a cost to the local infrastructure. Consideration should be given to other brownfield sites in preference to Green Belt.

I would like to be kept informed of the results of the Consultation, and further developments in the Local Plan, especially how they might affect Shendish.

Include files	
Number	Question 46
ID	LPIO7611
Full Name	Jackie 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 wish to make the following comments in respect of Q46 of the above document and site ref: Be-h4</p> <ul style="list-style-type: none"> - the local infrastructure clearly cannot cope with any development - the roads around the site are very narrow and really could not cope with further traffic - there is no local public transport - the site itself is very steep and I believe has sink holes which could open up - I understand that even the council's own consultant has not recommended development of this site - Berkhamsted, and this particular area of Berkhamsted, has already carried out lots of development - which has strained the infrastructure already.
Include files	
Number	Question 46
ID	LPIO7614
Full Name	Mr Simon McKee
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 don't believe there should be significant development within or bordering Kings Langley Village. There has been an incremental growth in the village and in the absence of a Neighbourhood Plan this has put pressure on local services but especially local roads. The development of the West Herts College on the Home Park Link Road created parking issues in nearby roads, this was addressed with parking restrictions which in turn pushed both students and commuters further into the village. Currently, the High Street, Vicarage Lane and Langley Hill (and roads branching from these) are experiencing unprecedented issues with parking, traffic flow and driver delay especially at peak times. This is also the case on the village periphery at Shendish. To allow significant development at Wayside Farm, Rectory Lane, Shendish and Rucklers Lane will simply serve to place unmanageable pressure on the roads in Kings Langley Village which are rural in layout and reflect the historic village layout, character and topography. I don't think any decisions about housing can be made in the absence of an independent transport study for the village</p>

	<p>to cover parking, traffic flow, driver delay, severance and safety.</p> <p>Separately with regard to new housing and mixed development on Greenbelt on the borders of Kings Langley, it is a historic village with a very distinct identity. The proposed developments will only serve to contribute to the future merging of the village to Hemel Hempstead conurbations to the north and Watford conurbations to the south. This is in direct opposition to one of the founding principles of Greenbelt Policy, which is to stop towns and villages merging into one another. The land between the Toby Carvery on the edge of Kings Langley and the Red Lion Pub at Nash Mills (both sides) is essential in maintaining the openness of the Greenbelt which stop this merging happen. This is also applicable to the land to the south at Wayside Farm and the land opposite (which also has a Scheduled Monument, the setting of which would be unacceptably impacted if housing were built on that particular piece of land/field). The character of the village and especially the visual impact and sense of openness and village identity would be permanently lost if housing were built on Wayside Farm or the field opposite. The only development which would maintain village character would to expand the Kings Langley Football Club pitches south towards Rectory Farm. In this instance a few houses at Rectory Farm may be acceptable as Green Belt openness would be protected via the sports pitches moving south.</p>
Include files	
Number	Question 46
ID	LP107615
Full Name	Mr Simon McKee
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 don't believe there should be significant development within or bordering Kings Langley Village. There has been an incremental growth in the village and in the absence of a Neighbourhood Plan this has put pressure on local services but especially local roads. The development of the West Herts College on the Home Park Link Road created parking issues in nearby roads, this was addressed with parking restrictions which in turn pushed both students and commuters further into the village. Currently, the High Street, Vicarage Lane and Langley Hill (and roads branching from these) are experiencing unprecedented issues with parking, traffic flow and driver delay especially at peak times. This is also the case on the village periphery at Shendish. To allow significant development at Wayside Farm, Rectory Lane, Shendish and Rucklers Lane will simply serve to</p>

	<p>place unmanageable pressure on the roads in Kings Langley Village which are rural in layout and reflect the historic village layout, character and topography. I don't think any decisions about housing can be made in the absence of an independent transport study for the village to cover parking, traffic flow, driver delay, severance and safety.</p> <p>Separately with regard to new housing and mixed development on Greenbelt on the borders of Kings Langley, it is a historic village with a very distinct identity. The proposed developments will only serve to contribute to the future merging of the village to Hemel Hempstead conurbations to the north and Watford conurbations to the south. This is in direct opposition to one of the founding principles of Greenbelt Policy, which is to stop towns and villages merging into one another. The land between the Toby Carvery on the edge of Kings Langley and the Red Lion Pub at Nash Mills (both sides) is essential in maintaining the openness of the Greenbelt which stop this merging happen.</p>
Include files	
Number	Question 46
ID	LP107616
Full Name	Mr Simon McKee
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 don't believe there should be significant development within or bordering Kings Langley Village. There has been an incremental growth in the village and in the absence of a Neighbourhood Plan this has put pressure on local services but especially local roads. The development of the West Herts College on the Home Park Link Road created parking issues in nearby roads, this was addressed with parking restrictions which in turn pushed both students and commuters further into the village. Currently, the High Street, Vicarage Lane and Langley Hill (and roads branching from these) are experiencing unprecedented issues with parking, traffic flow and driver delay especially at peak times. This is also the case on the village periphery at Shendish. To allow significant development at Wayside Farm, Rectory Lane, Shendish and Rucklers Lane will simply serve to place unmanageable pressure on the roads in Kings Langley Village which are rural in layout and reflect the historic village layout, character and topography. I don't think any decisions about housing can be made in the absence of an independent transport study for the village to cover parking, traffic flow, driver delay, severance and safety.</p>

	<p>Separately with regard to new housing and mixed development on Greenbelt on the borders of Kings Langley, it is a historic village with a very distinct identity. The proposed developments will only serve to contribute to the future merging of the village to Hemel Hempstead conurbations to the north and Watford conurbations to the south. This is in direct opposition to one of the founding principles of Greenbelt Policy, which is to stop towns and villages merging into one another. The land between the Toby Carvery on the edge of Kings Langley and the Red Lion Pub at Nash Mills (both sides) is essential in maintaining the openness of the Greenbelt which stop this merging happen. This is also applicable to the land to the south at Wayside Farm and the land opposite (which also has a Scheduled Monument, the setting of which would be unacceptably impacted if housing were built on that particular piece of land/field). The character of the village and especially the visual impact and sense of openness and village identify would be permanently lost if housing were built on Wayside Farm or the field opposite. The only development which would maintain village character would to expand the Kings Langley Football Club pitches south towards Rectory Farm. In this instance a few houses at Rectory Farm may be acceptable as Green Belt openness would be protected via the sports pitches moving south.</p>
Include files	
Number	Question 46
ID	LPIO7617
Full Name	Mr Simon McKee
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 don't believe there should be significant development within or bordering Kings Langley Village. There has been an incremental growth in the village and in the absence of a Neighbourhood Plan this has put pressure on local services but especially local roads. The development of the West Herts College on the Home Park Link Road created parking issues in nearby roads, this was addressed with parking restrictions which in turn pushed both students and commuters further into the village. Currently, the High Street, Vicarage Lane and Langley Hill (and roads branching from these) are experiencing unprecedented issues with parking, traffic flow and driver delay especially at peak times. This is also the case on the village periphery at Shendish. To allow significant development at Wayside Farm, Rectory Lane, Shendish and Rucklers Lane will simply serve to place unmanageable pressure on the roads in Kings Langley Village which are rural in layout and reflect the historic village layout, character and topography. I don't think any decisions about housing can be made in the</p>

	<p>absence of an independent transport study for the village to cover parking, traffic flow, driver delay, severance and safety.</p> <p>Separately with regard to new housing and mixed development on Greenbelt on the borders of Kings Langley, it is a historic village with a very distinct identity. The proposed developments will only serve to contribute to the future merging of the village to Hemel Hempstead conurbations to the north and Watford conurbations to the south. This is in direct opposition to one of the founding principles of Greenbelt Policy, which is to stop towns and villages merging into one another. The land between the Toby Carvery on the edge of Kings Langley and the Red Lion Pub at Nash Mills (both sides) is essential in maintaining the openness of the Greenbelt which stop this merging happen. This is also applicable to the land to the south at Wayside Farm and the land opposite (which also has a Scheduled Monument, the setting of which would be unacceptably impacted if housing were built on that particular piece of land/field). The character of the village and especially the visual impact and sense of openness and village identity would be permanently lost if housing were built on Wayside Farm or the field opposite. The only development which would maintain village character would to expand the Kings Langley Football Club pitches south towards Rectory Farm. In this instance a few houses at Rectory Farm may be acceptable as Green Belt openness would be protected via the sports pitches moving south.</p>
Include files	
Number	Question 46
ID	LPIO7618
Full Name	Paul & Tracey Tucker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Thank you for the opportunity to comment on the local plan. We are residents of Kings Langley and have been since 1982. Our views are as follows:</p> <ol style="list-style-type: none"> 1 All other land should be considered before any plans are made to use the Green Belt. In particular the use of Brownfield sites should be a priority. We consider that Dacorum should approach current owners of Brownfield sites to see if they are prepared to sell them for housing and demonstrate that they have done so. 1 Social Housing should be a key feature in any plans. House prices in Kings Langley are far too

	<p>expensive for young people, leading to most moving away. This affects the identity of the Village and prevents a good mix amongst the generations.</p> <p>1 Infrastructure in Kings Langley will not be able to absorb the building on all the sites identified in the plan. The current road transport issues indicate that any further large scale building will only create further log jams, for example through Kings Langley High Street and at the M25 roundabout. Stationary or slow traffic will lead to increased pollution in highly populated residential areas. Local schools are over-subscribed and doctor's surgeries are extremely busy.</p> <p>1 Large scale development threatens to reduce or even eliminate the distinctiveness of our local Village identity. We oppose the idea of coalescence with Hemel Hempstead or Watford leading to Kings Langley just becoming the outskirts of a town.</p> <p>1 Wayside Farm has become an important part of the Village and local residents are very supportive of the current farmer and his efforts to make a success of his business. This has become part of its identity and to lose that would compromise a significant part of our community.</p>
Include files	
Number	Question 46
ID	LPIO7619
Full Name	Paul & Tracey Tucker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Wayside Farm has become an important part of the Village and local residents are very supportive of the current farmer and his efforts to make a success of his business. This has become part of its identity and to lose that would compromise a significant part of our community.
Include files	
Number	Question 46
ID	LPIO7620
Full Name	Mary Helm
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 all want to emphasise that Berkhamsted has already suffered from a massive increase in housing particularly in the last year or two, way above targets, +34% I understand. With Hemel Hempstead -21%, yes below.</p> <p>We have a number of detached properties throughout the town and surroundings, but also many 3 storey apartments lining the main High Street particularly at the eastern end of the of the town. Many properties are bought for investment and therefore not for the benefit of local families. Berkhamsted is losing its identity as a pleasant historic market town with a thriving community spirit.</p> <p>There is a lack of planned infrastructure shown on the Plan. We desperately need doctors and surgeries and access to hospitals, we need schools, we need good roads, water supplies drainage and sewage treatment, and so on. We do not want the town and fields to be clogged with yet more housing and cars. Bigger does not mean better.</p> <p>I know the people of Berkhamsted will consider the Plans seriously and in a responsible manner, and I trust the planners will do likewise.</p>
Include files	

Number	Question 46
ID	LPIO7621
Full Name	Sharon Beckley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Development of 450 Homes in Bovingdon</u></p> <p>I write regarding the above and would like to make the following points</p> <p>Having experienced Surface Water Flooding on 15th September 16 after Bovingdon was severely hit by a storm, I would like to ask the question about drainage? Surely that day Bovingdon learnt a lot about the drainage system in Bovingdon and it needs rectifying. The drains, sewers couldn't cope and backed up causing our front to be flooded when the manhole lifted but compared to some we came off lightly. So what's going to happen when you build another 450 homes in the village? that's some impact on the drainage system that can't cope as it is and residents in Bovingdon should not have to face further worry and anxiety over this happening again.</p> <p>Bovingdon already has it's problems with traffic and parking. There is congestion in the High Street everyday. There isn't enough parking for residents in the High Street let alone shoppers and passing traffic. Cars are parking over driveways off the High Street making it difficult to pull out of them. The through traffic is increasing, majority comes up from Boxmoor and Hemel Hempstead trying to avoid delays on A41 into Watford, cutting through to Bucks Hill, Sarratt and Croxley. The Primary School has no parking for parents when picking up children so the parents are parking in the High Street. 450 homes that's extra traffic in and out of the High Street and at busy and dangerous junctions, Green Lane/High Street, Newhouse Lane/High Street.</p> <p>450 homes, an increase of 25%, with an average of 2 occupants, 900 people, an increase so that's a severe impact on the existing Doctors. Long Meadow Surgery has a shared surgery in Kings Langley but what's going to happen if the proposed 900 homes in Kings Langley goes ahead, That's a lot of people needing to register with a GP in the surrounding areas and that's severe pressure on GP's and patients trying to get appointments.</p> <p>The proposed sites for Bovingdon conflicts Dacorum's Core Strategy to "minimise impact on Green Belt and safeguard the countryside", if built on the Green Belt is gone. Why must these homes be crammed into a Village that really is at it's capacity. If built, are these homes going to built into the character of the village?</p> <p>Bovingdon's Infrastructure is at breaking point with major traffic congestion, parking problems, the primary school</p>

	(with no room to expand) Doctors and Dentists are at near capacity and risks of flooding.
Include files	
Number	Question 46
ID	LPIO7628
Full Name	Mr Charles Gloor
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Historical sites and monuments Considerable care needs to be taken around historical sites and green areas before further development. On this topic I refer in particular to Shendish where further development should be excluded at this time
Include files	
Number	Question 46
ID	LPIO7630
Full Name	Caroline Robinson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am writing to support the use of Haslam Fields, Berkhamsted as a potential site for housing
Include files	
Number	Question 46
ID	LPIO7631
Full Name	Nicola Long
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	As a resident of Grange Road, Wilstone, I have no objection to development within the village however the proposed up to 42 dwellings causes concern. This would appear to be the equivalent of building another Grange Road in size. Access through our road for development

	<p>traffic and future through traffic of vehicles for 42 dwellings is a significant and unwanted intrusion. Parking is already an issue with people parking on pavements and the road is not wide enough even for 2 vehicles in places. Combined with the extra noise this would impact quite negatively. Would there be sufficient parking so that residents did not use Grange Road to park?</p> <p>There are other concerns such as the current infrastructure. The village shop is community run, closes early and should not be relied upon as a resource for people with no access to other facilities. The play park is small. The local school is full. The road through the village is already busy, has a dangerous bend with caravans and vehicles already blocking the view.</p>
Include files	
Number	Question 46
ID	LPIO7632
Full Name	Amy Lazzerini
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 object to Dacorum Borough Council's plan to develop 4 green belt sites around Kings Langley. I believe that you're well aware of the Kings Langley Residents Association's strong arguments against the developments which include: the loss of character of KL; the lack of school places; the oversubscription of doctors; the fact that the road through KL won't be able to cope with additional traffic (have you tried driving down the high street at rush hour) and the pressure this will put on our emergency services.</p> <p>Aside from this I just want to ask you...if this development was planned on your doorstep would you be objecting? I'd be interested to know your answer.</p>
Include files	
Number	Question 46
ID	LPIO7634
Full Name	John Harris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	

	As a parent of boys at Berkhamsted School I write to support the proposal as it brings benefits to the whole community
Include files	
Number	Question 46
ID	LPIO7635
Full Name	Jill Price
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 undecided if you are trying to merge Kings Langley with Watford, Hemel Hempstead or changing Kings Langley village into a town.</p> <p>There is a considerable amount of traffic through Kings Langley, although the by-pass was built to alleviate this problem, it now appears to surpass the original amount in volume. If there is an accident on the A41, M1 or M25 the traffic around the area is gridlocked. During any time of the day it is difficult for the emergency services to 'get through.' If anyone is in an ambulance hoping for a speedy passage to Watford General Hospital A&E I wish them luck.</p> <p>If 1,000 homes are built in Kings Langley there will be approximately 3,000 extra cars needing access and egress through the village. New developments do not have enough allocated parking leading to cars being parked dangerously which again causes great difficulty for the emergency services to navigate. The infrastructure for more cars is far from adequate and if more roads are to be built, where will they be sited? The London-Midland train service out of Kings Langley is over subscribed and without the luxury of having a seat, the cramped journey can seem like an eternity.</p> <p>What is being put into place to aid doctors, dentists, hospitals and schools? Kings Langley School has its full allocation of pupils. Where will any extra scholars be allocated and how many more cars would be on the road, during rush hour, if allocated a distant away?</p> <p>You say, affordable housing for the local people, yet people from from Luton and London were accommodated in the Ovaltine properties.</p> <p>What happens with drainage when green fields are covered in concrete?</p> <p>What happens to the wildlife?</p> <p>What happens when the agricultural policy is reviewed after Brexit and more crops are needed?</p> <p>What happens when you destroy the character and ethos of a community?</p> <p>I was born in Kings Langley 65 years ago and have seen many changes. Kings Langley has all ready been</p>

	marred, but, I feel this latest onslaught will be the destruction of our lovely village and lovely community.
Include files	
Number	Question 46
ID	LPIO7636
Full Name	Jill Price
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside Farm, Charlie Wray and his family are an integral part of the Kings Langley community. When visiting the farm to purchase milk and goods from the shop we are always made very welcome. One of the two remaining jersey herd dairy farms Mr Wray has accommodated school trips, giving tours of a working dairy farm, which is great for the children. And you want to remove this mans livelihood.</p> <p>I and many others have enjoyed walks across the farmland through to Chipperfield and beyond. The farmland is also very popular with dog walkers.</p> <p>You want to build houses and office blocks on Wayside Farm. Office space in Apsley has remained empty and the office space in Link Road, Kings Langley could not be let so re-figured for flats. Is this the idea for office space on Wayside Farm?</p>
Include files	
Number	Question 46
ID	LPIO7637
Full Name	Lynda 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>Whilst I am a member of the Grove Fields Residents' Assoc and support, in main, their alternative development proposals for Tring, I am extremely concerned that the plans of Tring Town & Dacorum Borough Councils run contra to them.</p> <p>Due to Planning Permission, the town is losing its only garage (thanks to Herts County Council), next year it will lose it's only bank and now it would seem we are to lose our only farm (+ shop & cafe) within the town's proximity. The overall proposed development will also concrete over swathes of land which must contribute to</p>

	<p>a considerable drop in our water table, at a time when there will be a 50%+ increase in demand! May I remind the Councillors, we can manage with lower energy supply and without /industry/retail premises but as a species, humans cannot survive a week without sufficient water .. the more we urbanise the countryside and prevent water seepage, the higher risk of floods/water shortages & irreparable damage to wildlife. Pollinators are already under threat from over urbanisation - yet we do not learn the lessons. Some think we can simply import more food but it's really not that simple - without sufficient wildlife, the countryside cannot exist!!</p> <p>I await the Town & Borough Councils' final conclusions to be made public, Tring Town simply does not have the infrastructure to support the development proposals of Herts & Dacorum Councils and our town is situated in a unique area of natural beauty with abundant wildlife ,, as such we provide a natural and essential 'breathing space' for the area. Until such time as the proper infrastructure is in place, all housing development in Tring must be restricted to the minimum and ,even then, due importance must be given to saving the agricultural land and respecting current Green Belt limits!</p>
Include files	
Number	Question 46
ID	LP107638
Full Name	Lynda 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>Unfortunately, due to the weather conditions, I was unable to get to the Extraordinary Town Council Meeting last night but I am strongly against mixed development on Dunsley Farm. Not only do I object to the Council's decision to not renew the farm lease, but also to a family that has farmed that land for generations losing their livelihood and the loss of precious agricultural land to be replaced by the Council's plan for possibly 600 houses + industrial/retail premises! The country as a whole has lost hundreds of farms and as an island, we need to protect all agricultural land both for food and wildlife - the Government and Public Sector seem to miss this fact entirely!</p> <p>The current proposals for TR-5 and TR-6, together with further housing development in the town, will mean at least a minimum of 1,500+ houses! Rumours abound that Tesco also plan to move from their current premises near Tring High Street & relocate outside the town on Upper Icknield Way: current premises to be used for even more housing development! This would detract</p>

	from the town centre, cause considerably extra through traffic and huge access difficulties to the elderly, vulnerable and lower income residents who do not have their own transport. I am also concerned where the proposed 'new' primary & secondary schools are going to be sited and, if Tring Secondary School is to be closed, what will happen to that land - more housing development?
Include files	
Number	Question 46
ID	LPIO7639
Full Name	A Butler- Lee
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 lifelong resident of 70 years,in Tring,as is my wife,and would like to notify you of our absolute horror at the proposed new housing developments put forward by Dacorum Borough Council to the Eastern side of our lovely market town.</p> <p>It appears to run roughshod over the protection of Greenbelt land and the consideration of the local population.</p> <p>As every local will tell you.Dacorum struggle to maintain the existing infrastructure and amenities of the town as it is.</p> <p>We accept there needs to be a measured increase in affordable/council house stock,but at a level where the facilities in the town allow.</p> <p>The schools are running at maximum capacity,children have to go to schools out of town,doctors struggling too.</p> <p>No hospital in a reasonable distance apart from Stoke Mandeville which is in Buckinghamshire.</p> <p>Which itself is struggling to cope with all the excessive housing in the Aylesbury Vale.</p> <p>Car parking has gone beyond a joke as car parks are full and street parking in all parts of the town is reaching a dangerous level.</p> <p>There is also the considerably strain on water and sewerage systems,which will need considerable expansion.</p>

	<p>Tring is fast becoming a dormitory town,losing its heart and soul. The high street consists of trendy coffee shops,high price restaurants and most of all cursed estate agents.</p> <p>There is little industry and commercial employment for the local population as it is,travelling out of town to find work is the norm now.</p> <p>This again is counter productive in our,so called,green awareness age. More cars on the badly maintained roads and the lack of a credible bus service,will not help.</p> <p>We recently attended Tring Town Council meeting in the 'Full' Victoria Hall and I can say that to a man the presentation of this 'Proposed' plan was received with absolute incredulity.this includes the councillors!</p> <p>I put it to you that the residents of Tring do not want this proposal forced on them and are not taking it lying down.</p> <p>So I would put it to you.to,THINK AGAIN!</p>
Include files	
Number	Question 46
ID	LPIO7640
Full Name	Sue and Phil 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>I am emailing to object to the proposed plans to build up to 450 extra homes in Bovingdon.</p> <p>I see the bulk of these ate planned for the Green Lane area. This road is already extremely busy and dangerous to cross at peak times.</p> <p>This development would spoil the village feel of Bovingdon and does not appear to be backed up by any plans for extra Doctors or School places.</p> <p>This seems madness when our Fire Station was taken from us a short while ago because we are only a small community.</p>
Include files	
Number	Question 46
ID	LPIO7641
Full Name	Carole Butcher
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Chipperfield Parish Council comments that :</p> <p>The increase in traffic due to proposed developments in Kings Langley and Bovingdon will certainly have an impact on our community. Journey times of residents travelling to towns is very likely to be increased. Speeding has always been an issue in the village and this could well increase with the traffic using Chipperfield as a cut through to the Towns.</p>
Include files	
Number	Question 46
ID	LPIO7643
Full Name	Alan Corner
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 was unable to come to the Consultation about the above but visited the exhibition. My feedback is as follows.</p> <p>I am in favour of building new homes in the area. My major concern is that the only sites considered for the developments in the village were proposed by local landowners and did not include the huge brown field site occupied by the old Bovingdon Airfield. Why o why was this site not strategically part of the Options when all the other sites involve major infrastructure changes to the heart of the village? The benefits of building homes on the airfield are many. Minimum use of green belt Option to create a bypass clear of the congested village roads All the necessary new infrastructure projects such as sewerage, schools, shops, utilities,etc could be built on the existing airfield and Market area with minimum disruption to the village both during their construction and the long term character of the village. Conclusion and Recommendation All the new homes and infrastructure projects be built on the airfield area which would cause minimum disruption to the village and to the surrounding green belt</p>
Include files	
Number	Question 46
ID	LPIO7644
Full Name	Kevin
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Objection to Wayside Farm development</u></p> <p>I felt I had to write to you in relation to the proposed over development of Kings Langley. I understand that there is pressure to house the ever expanding population, however we must do that responsibly and in the interests of the local community.</p> <p>The area does not have the road structure to deal with the extra traffic which would be caused. We have already seen mass housing projects in the village such as the Ovaltine estate (it seems like some flats there sit empty and may never have been lived in), along with Pinnacle House (which I understand have is being converted to flats with greatly insufficient parking and although I'm told people won't have cars, I know of no back up plan if they do).</p> <p>I also find it alarming that it is proposed for Wayside Farm, one of the few existing viable dairy farms in the area to be closed. This scenario offers no benefit to the community and makes no sense. Rather than closing it, the council should be looking at ways of how to protect it.</p> <p>We are looking for the authorities to stand as guardians of the green belt. It's all we have left in the local area, if we lose it - It's lost forever.</p> <p>Thank you for taking time to read my comments, I hope the proposals will be dropped and common sense will prevail.</p>
Include files	
Number	Question 46
ID	LP107645
Full Name	Mrs Barbara Birch
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Over the past ten years there has been an enormous increase in the traffic in and around Tring. The High Street is invariably blocked by delivery vans and buses and the car parks are always very busy.</p>

	<p>Many drivers use the A 41 and join it at the roundabout between Cow Lane and Station Road. Traffic coming to and from villages to the east of Tring use Northfield Road, Station Road and Cow lane. Lorries from Pitstone Industrial Estate, of which there are many, also use this route. The alternative is to go through Bulbourne, where there is a canal bridge which can only take traffic from one direction at a time as it is not wide enough for two way traffic and not suitable for heavy lorries. Most residents have one car, if not two. Unless the road system is radically improved it will be very difficult to allow for more traffic, generated by building new housing developments, on these very busy roads.</p> <p>One would assume that the level of commuter traffic at the station would also increase. This would probably lead to an increase in cars parking at the station or using the drop off/ pick up point at the station, which would mean even more traffic on this road. The car park is not large enough to accommodate the number of cars currently using it and the council is currently proposing solutions to stop the problem of commuters parking in the roads around the station when it is full.</p> <p>Although I accept the fact that more houses are required. I feel that building any large developments in these areas is not the solution.</p>
Include files	
Number	Question 46
ID	LP107646
Full Name	Phillip Armstrong
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 aware of the above proposal and I consider the effect of the proposals listed for Tring will have a devastating effect on what is a small historic market town in the Chilterns surrounded by the Chiltern Area of Outstanding Natural Beauty in addition to protected Green Belt land.</p> <p>The town is not equipped for any major new development and DBC should maintain the Green Belt, as is their obligation, and the character of Tring Town and the surrounding area.</p> <p>Tring already struggles with the lack of hard and social infrastructure e.g. traffic congestion through the narrow roads, lack of car parking in the Town and the railway station, inadequate transport links, schools, doctors surgeries and the like. How is it going to cope with more major development? How much of this development and the promises of improvement therein can DBC actually directly control and deliver?</p>

	<p>The proposals are insensitive and reckless adding to urban sprawl in a Town ill equipped to cope.</p> <p>DBC should look at other towns far better equipped and which have been designed and planned to cope with expansion e.g. Hemel Hempstead.</p>
Include files	
Number	Question 46
ID	LPIO7649
Full Name	Phillip Armstrong
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>With particular reference to Question 46 within the Issues & Options Consultation Local Plan to 2036, November 2017.</p> <p>Yes</p> <p>I am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring for the following reasons:</p> <ul style="list-style-type: none"> • It is adjacent to Chiltern Area of Outstanding Natural Beauty • It is Green Belt providing a green corridor / buffer into Tring town • It is the gateway site and visual opening to Tring town from the main access of the A41 • The site was overwhelmingly rejected for development last time • The development will be unwanted urban sprawl • If the existing petrol filling and Tesco supermarket are maintained Tring has no need for further • Development of the these fields with their established and mature hedgerow supporting a variety of wildlife will be a tragic loss • Development can only add further to traffic congestion and pollution making the A41 more akin to a motorway and Cow Lane requiring reconstruction • No plans are apparent for changes and improvements to the hard and social infrastructure of the Town e.g. schools, doctors surgeries, buses, car parking, Tring station • It will be another loss of valuable and viable farmland <p>• It will be loss of a designated Wildlife site</p>
Include files	
Number	Question 46
ID	LPIO7650
Full Name	Anna Durman
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>These are my objections to the expansion of Bovingdon within the plan</p> <p><u>Village infrastructure limitations</u></p> <p>Parking</p> <p>Parking within the village centre is used to service the shops and the schools at drop off and pick up times. Parking is on the High Street and requires reversing in or out of parking spaces into the flow of traffic. Accidents are not uncommon. Further expansion of the village would require a car park to service the school, shops and houses along the high street.</p> <p>Roads</p> <p>The main road into Bovingdon between Chesham and Hemel Hempstead is already the busiest in Hertfordshire. Adding up to 25% more housing into Bovingdon will place unacceptable additional strain on this vital link. There are few employment opportunities in the village meaning most of the population travel along this and other roads to rail and main road links expanding the village will draw in more people who use these links creating more journeys along already overcrowded roads.</p> <p>Roads within Bovingdon are already oversubscribed. In particular the High Street is dangerously overcrowded with no traffic calming or management. Additional housing will generate the same proportion of additional traffic IE: 25%. The main roads within Bovingdon will be unpleasant and dangerous places to live, drive, cycle and walk.</p> <p>School</p> <p>The school has no further capacity and no room to expand further</p> <p>Doctors/ dentists</p> <p>These services are also close to capacity</p> <p>Drainage</p> <p>Bovingdon has endemic issues with surface water drainage. Recent flooding at the junction of Green Lane</p>

	<p>and High Street and elsewhere in the village is but the latest of a long list of incidents demonstrating that infrastructure improvements are needed without addition housing and would be more frequent with additional housing in the Green Lane area in particular.</p> <p><u>Green belt development</u></p> <p>Under the plan up to 450 houses involves the taking of green belt land. This clearly conflicts with Dacorum's core strategy to ' minimise impact on Green Belt' The taking of green belt land should not be considered just because it has been offered which appears to be the case. It should only be considered when brownfield land within the borough has been exhausted</p> <p>Preferred option from the plan</p> <p>The combination of loss of green belt land, limitations of infrastructure, and community services at or near capacity means that the village cannot support additional housing beyond the 90 or so already agreed in previous plans and yet to be built. To contemplate up to 450 houses would require a large investment in infrastructure and would have a negative impact on the quality of life in a village community already close to capacity.</p>
Include files	
Number	Question 46
ID	LPIO7652
Full Name	MR CHRIS PICHON
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 resident of Kings Langley and have lived at xxxxxx, Shendish since 2002. During this time there have been a number of planning applications to develop housing on Shendish land but these have always been rejected by Dacorum BC planning as inappropriate to the Green Belt.</p> <p>Dacorum BC has now submitted for consultation, proposals to build on four sites in Kings Langley, all of the sites are designated green belt land. The consultation process is very short and ends on December 13th. Many, many people have strong views on whether we should build on our green belt land. This letter is aimed to make it clear why I object so strongly to the consultation proposals being considered which affect our Green belt.</p>

I am deeply concerned by the fact that the consultation proposals have included the Shendish area as part of their South Hemel development plan. Shendish is by statute in the parish of Kings Langley, and the proposed options are misleading to the public to believing it is part of Hemel Hempstead, which it is not. This should be clarified before the consultation process is completed because I feel it may be open to legal challenge at a later date.

The Green Belt serves five purposes:

- 1 To check the unrestricted sprawl of large built-up areas
- 2 To prevent neighbouring towns merging into one another
- 3 To assist in safeguarding the countryside from encroachment
- 4 To preserve the setting and special character of historic towns
- 5 To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

Dacorum BC local development plan proposals include

- Shendish Manor Estate - 900 houses + Primary school
- Wayside Farm – Offices and up to 2000 houses
- Hill Farm – 280 houses
- Rectory Farm – up to 200 houses

It would be fair to say that the proposals from Dacorum BC for housing to be built on the four sites breaches **ALL** of the five green belt safeguards.

My personal objections against the development proposals are as follows

- **Loss of valuable farmland.** If we allow continual encroachment into the Green Belt then its purpose and effectiveness will become less and less. Once built on the land is lost forever. The decision to include working farmland into the review at a time of massive uncertainty with Brexit looming is not only misguided but removes agricultural opportunity for future generations. The farms circling Kings Langley add to its character as an historic village, dating back centuries, and submitting to urban sprawl defeats the whole objective of Green Belt protection
- The Green Belt helps preserve the characteristics of Kings Langley village. The erosion of Green Belt land surrounding it would mean it may lose its village heritage and become a town which could then lead to further building pressures from retail and other service outlets.

- **Brown Field Sites** - The Green Belt is meant to ensure that housing and other development concentrates on regenerating brown field sites, but there are no brown field proposals from Dacorum BC. We also don't know which sites already have planning consent but have still to be built on. What confidence or guarantee do we have that ensures all brownfield sites are included and developed before Green Belt land is sacrificed?

For example the Kodak building in Hemel town center was converted into housing recently. Westside Business Centre was vacated when BT moved to Leavesden around 10 years ago. Since then the site has never been fully occupied and even today looks no more than half let, based on all the empty car parking spaces. Given there are still unoccupied offices on the Maylands estate (Diamond Point for instance) and at Leavesden, why could this whole building not be converted to housing given its size and location opposite the Paper Mill and Nash Mills housing developments?

The same could also be said for the County Council office blocks in Apsley1 and Apsley2. Why has Herts CC located into Apsley when there has been vast office space available in Maylands and Leavesden and a need for local housing? In fact the whole question of why the County Council should take up this space, which could easily have been diverted to housing, whilst proposing to sell off valuable farmland to meet housing targets requires proper scrutiny. It defeats any logic that there is a need for office development on Wayside Farm land.

- **Developing to the very boundaries of Dacorum BC** takes no account of proposed developments in Three Rivers where there has been significant housing development at Hunton Bridge and up towards Kings Langley. There is a real possibility that if this encroachment continues then we could be left in the future with an urban sprawl from Watford and Bushey all the way into Hemel Hempstead. Having already suffered the Manor Estate encroachment, the loss of more green belt land at and around Shendish will eventually join Hemel Hempstead beyond Apsley and into Kings Langley. This surely is contributing to urban sprawl of the most obvious but unwanted kind.
- **The Green Belt land at Shendish** is designated for outdoor and recreational purposes, having resisted several planning applications in the past on grounds of breaching the Green Belt. Losing this land means it can never be reclaimed, and reduces the amount of recreational land available to an increasing population in Dacorum BC. The same applies to the farmland and woodland that adjoins Shendish.

- The potential development at Shendish will restrict the opportunity for people to enjoy outdoor activities and recreation. The designation of Shendish Manor, after it was used by the Dickinson Family, was for sports and recreational purposes. It was their sports club complex from 1934. It was later, in 1994, converted into a sports and hotel complex, with the latest owners investing heavily into the facility, with a plan to build a Spa and Conference Centre. Building housing around the Shendish estate will destroy the rural aspects of the site, and severely diminish sporting and recreational facilities in DBC, where these proposals will add huge numbers to the local population.

The proposal currently absorbs all the golf course land, which will significantly reduce the appeal of the Shendish Hotel, which could then result in an application to convert to residential. The loss of Shendish will significantly diminish DBC's appeal to attract new business into their borough's business estates like Maylands.

- The land adjoining Shendish Manor is a popular location for ramblers, local dog walkers, and the young adventurers from Phasells Wood camp site. The loss of this land would mean that local residents would all have to drive to other open spaces to continue their recreational activities.
- The land adjacent to the Shendish access road is farmland which has, for all the years I have lived here, been used to graze cattle and provide grass for animal feed. The arguments against developing Wayside Farm and others equally apply to this land.
- The road access into Shendish Manor is restricted to a single road bridge which is not suitable for heavy traffic. There have already been concerns raised with the Shendish Manor hotel about the additional traffic when their new spa complex is built.
- **Environmental Issues** - There are a host of specimen trees which were planted many years ago as an overspill arboretum from Kew Gardens. All these trees make Shendish a place of environmental importance to the area, and the trees need to be preserved and protected.

My biggest concern is with the effect on the water table at the bottom of Shendish if this development is allowed. When it rains hard Shendish Lane can become a torrent, so just imagine the effect if the whole area was to be developed. There is already clear evidence of flooding issues in Apsley, following the development of the Manor Estate, where some retailers constantly suffer from

flooding issues. The Flower shop is leaving for this very reason.

- **Traffic Issues.** The volume of traffic along the Hempstead/London Road has reached unsustainable levels. Over recent years Apsley has seen the development of the Sainsburys, Bunnings (Homebase), Wicks and Dunhelm Retail outlets which has drawn huge volumes of shopping traffic into the area. Then there have been the housing developments on the Apsley Paper Mill sites, the Nash Mills sites and the Manor Estates totalling I'm told some 2500 houses. All these developments have contributed to huge traffic congestion into the Kings Langley area.

Added to this has been the traffic generated by the County Council Offices in Apsley 1 and Apsley 2 office blocks, and also from the Westside Office complex, where on the 18th November I counted over 800 cars parked in their car parks, with a further possible 200 empty spaces in Westside, due to the center being only partially let. The HCC car parks were full to bursting with several cars waiting for spaces to be vacated. The entry point roundabout, where all these vehicles access and exit these sites, is within 50 metres of the access road into Shendish. Traffic volumes increase even further with visitors and deliveries to these sites, and so the proposal to add 900 dwellings on to the Shendish site can only add to the existing traffic congestion.

Examples of the type of congestion we regularly face

- Driving to the M25 from Shendish can regularly take more than 20-30 minutes from 7 to 9.30am. People from Hemel and the surrounding district use the roads through Kings Langley to avoid the A41 to join the M25 junction
- The London/Hempstead Road becomes totally log jammed, morning and evening each day, with traffic entering and leaving the Westside and County Council offices. Journey times can be increased by up to 20-30 minutes because of this congestion.
- The whole area can become grid locked when there is an accident on the M1, M25, or the A41.
- Ruttlers Lane is in some places just a single track lane, particularly at the Red Lion junction. It is wholly unsuited to any additional housing traffic if access were to be made from Shendish.
- **Other local services issues.**
 - When I was at the Nap Surgery recently, I was told their new extension was to cope with the 1200 new patient registrations they've had during 2016. This sharp increase in patient numbers has put the surgery under intense pressure. They are continuing to struggle coping with current patient numbers.

	<ul style="list-style-type: none"> Kings Langley School has recently been redeveloped to cope with the existing numbers intake. I am told the new academy school is not bound to take any more numbers than it already has. There are no other secondary schools in the Kings Langley area. (excluding Rudolph Steiner School which is an independent school) <p>For all the reasons above I totally object to any loss of green belt land in Kings Langley Parish.</p>
Include files	
Number	Question 46
ID	LPIO7655
Full Name	MR MICHAEL MCGINTY
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 village cannot cope with the proposed 25% expansion in the village on the 4 sites which are to be taken out of the green belt.</p> <p>The infrastructure of the village would be severely affected. Box Lane cannot cope with more traffic. On most Saturdays a five minute trip into Hemel regularly takes in excess of 30 minutes at certain times of the day. Last week it took me 2 hrs to to come up Box Lane to the village and Box Lane and the village was grid locked following an incident by the airfield. Had a fire engine or ambulance been required it would have struggled. Increasing the traffic by more housing (most houses have 2 cars) would exacerbate an existing problem.</p> <p>There would be an impact on the doctors and dentists in the village. At a time when we are being asked not to attend A&E departments more people would have no choice but to do so if they cannot get a doctor's appointment if the village population was to increase. Also with the proposed elderly residents home this would put further pressure on the doctors and would also involve more ambulances having to come to the village. Again a concern taking into account the comment above regarding problems reaching the village.</p> <p>The village school is at full capacity and would not be able to cope with more children coming into the village.</p> <p>There is also concerns with regard to the flooding risks in the village. This concern is from personal experience as having been flooded when the soakaway by the prison proved to be inadequate.</p> <p>There is also considerable concerns amongst villagers with regard to parking in the village. At certain times of</p>

	<p>the day it is extremely difficult to get through the village or find a parking spot and the roads leading to the village are becoming more congested.</p> <p>Increasing the population by 25% would bring the village infrastructure to breaking point</p> <p>Why has Bovingdon Airfield not been considered? This is a brown field site and preferable to building on the green belt. Just because land owners have offered their land to the council, does this make it right to build on green belt?</p> <p>Over the years Bovingdon has had to cope with the prison and the Saturday market bringing more traffic into the area. It should not be put under more strain</p>
Include files	
Number	Question 46
ID	LPIO7657
Full Name	Mrs Rosalind Ridout
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 oppose the proposal to build even more houses in Berkhamsted. This is a historic Market Town; the Centre of the Town is in a Valley with 2 steep sides. The present infra structure allowing for roads & cars, Schools, Doctors, Dentists & other facilities do not cope with the present population, let alone a proposed increase. In particular, roads such as Shootersway are already overloaded at peak periods & can't be widened. This makes the proposal for 800 more houses on Hanbury Fields which is near to the major Junction, between Shootersway, Kings Rd & Kingshill Rd, a dangerous proposition.</p>
Include files	
Number	Question 46
ID	LPIO7658
Full Name	CLAIRE MCDONALD
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 connection to the proposed development of various new houses in the Bovingdon area. I feel strongly that the small village of Bovingdon is simply unable to cope with the demand of the proposed plans with our</p>

	current infrastructure. It will fall extremely negatively on the overall community
Include files	
Number	Question 46
ID	LPIO7661
Full Name	mrs Marilyn Whyman
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 in total opposition to any building on Green belt land....not just for us now but for the future generations.</p> <p>Kings Langley is an historic village which we should protect and value.</p> <p>How can we consider building on Green Belt land? Once it has gone it has gone forever!!!!</p> <p>We have already had extensive building carried out over the last few years...the Ovaltine, Apsley, Nash Mills and many more. The strain on the village is now showing. There is total parking congestion everywhere you go...building yet more houses will add to the already bad situation. The roads are so busy especially at rush hour. The A41 was built to help this but this has become equally congested</p> <p>Why not build further out so the load can be spread. Surely we should be using brown field sites. To build houses on 4 farms is just unnecessary. Wayside farm in particular has put Kings Langley on the map...people from all over come to buy the raw milk. Will children of future generations ever be able to come and see a 'jersey cow'?...it will become like some of the children of London not ever seeing a pig or a cow (this shocking fact was recently was illustrated on Country File).</p> <p><u>Please reconsider the consequences of taking our farms.....as anyone considered the wildlife...probably not! Perhaps we should offer Rectory farm in particular to the wildlife organisation the opportunity to buy this land to preserve its natural beauty.....as you must be aware it is a site of natural beauty.....are we really prepared to destroy this!!!!</u></p>
Include files	
Number	Question 46
ID	LPIO7665
Full Name	SUE LONG

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 do not wish to see Kings Langley becoming part of Hemel Hempstead and feel that any development of Shendish would merge the two together. Furthermore any development at Shendish would need redevelopment of the road system in the area in order to cope with increased traffic volume, station parking and train provision would need increasing and infrastructure such as Doctor provision would need to be provided.</p> <p>Kings Langley is a village and this ethos needs to be maintained. Vast developments will turn it into a town and this ethos will be lost. Some proposed developments do not seem to take this into account. Traffic in and around Kings Langley is already very heavy at peak times, any further increase in houses and therefore traffic volumes will no doubt bring traffic in the area to gridlock.</p> <p>We would also like to emphasise that Shendish is part of Kings Langley even though we have a Hemel postcode!</p>
Include files	
Number	Question 46
ID	LPIO7667
Full Name	MR TOMMY MASTERS
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Bridgewater Road - the other 'Berkhamsted bypass' and as I write a steady stream of traffic continues to 'BUMP' along the road to the station, school, industrial complex and avoiding the High Street.</p> <p>Schools are full and my waiting time at the doctors surgery increases exponentially. The parking along bridgewater road is getting to a critical stage but as my time in the fire service demonstrated, someone has to die before local authorities take action.</p> <p>Developers are only interested in profit and not infrastructure-see the development in Shootersway.</p> <p>Instead of re- configuring the road layout properly, the minimum was done- the dog leg at Egerton Rothesay school was let as it was and the new section of road is not fit for purpose and an accident waiting to happen.</p>

	<p>What infrastructure has been put in place commensurate with the growth in Berkhamsted.?</p> <p>This is not nimbyism but an appeal to more creative thinking, the sort of thinking that led Oxford and Cambridge to provide out of town park and ride; many towns to introduce pedestrian only - that led BucksCoCouncil to provide Chesham with a purpose built new health centre and I could go on.</p>
Include files	
Number	Question 46
ID	LPIO7692
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	<p>Yes</p> <p>Central to the problems for Berkhamsted sites is that it does not have the infrastructure, or the capacity to improve it, so as to accommodate excessive growth. Also the majority of sites proposed are highly visible ridge top sites.</p>
Include files	
Number	Question 46
ID	LPIO7705
Full Name	MR & MRS MP & ME HARNETT
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 46 Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it?</p> <p><i>Yes see below.</i></p> <p><u>Schedule of Site Appraisals</u></p> <p>We understand that the individual sites that are being considered for possible future housing development are set out in this document.</p>

There is a plan showing a site described as Land at Shendish, London Road on page 25 (site reference HH-h3). It includes a large swathe of land (about 95 hectares) running from the railway line all the way up to the A41 bypass. Part of the land immediately around the Shendish Manor is excluded. The table that accompanies the plan suggests that the site could be developed to provide 900 homes using the access drive from Shendish on to London Road (which would be improved) and an access on to Ruckler's Lane.

This is an entirely unsuitable site for housing for the following reasons:

(1) It is within the Green Belt. It would need to be released from the green belt in order for development to proceed. Land should only be released from the Green Belt in very exceptional circumstances which do not exist. The housing requirement of the borough can be met on land outside of the Green Belt.

(2) The Council's own professional advisers, Arup only recommended that a small part of the Shendish site should be considered for release from the Green Belt. Arup's report is referred to in the Issues and Options Paper as the Stage 2 Green Belt Review and was published in December 2016. Arup's advice on page 95 of the report is that the sensitivity of the landscape on the Shendish site is medium to high but that there is a narrow belt of lower lying less prominent land to the east adjacent to the railway line and east of an historic tree belt and field boundary line that has lower (potentially medium) sensitivity landscape in visual terms. Arup suggested that this reduced area could perhaps be removed from the green belt although we note that even then they cautioned that further research would need to be carried out on the area first before this could be considered. The smaller belt of land (which is described as "less constrained areas for further assessment") is identified on map 7.1 of the green belt study (it is designated D-S3). It is also shown in more detail on a plan included on page 115. This area of land only extends a relatively small distance alongside Ruckler's and is a much smaller area than that designated as being potentially available for development in the Schedule of Site Appraisals paper. If the Council considers that there are exceptional reasons to justify releasing some Green Belt land, the only land at Shendish that should be released is the reduced area identified by Arup.

(3) As explained above, there are chronic traffic problems on the A4251 between Kings Langley and Hemel Hempstead. Development at Shendish would result in additional traffic on this road which could not be adequately mitigated by improvements to the highway infrastructure because of the presence of shops close to the frontage of the carriageway on either side of the road as it passes through Apsley).

(4) A development at Shendish would continue the trend towards Kings Langley coalescing with Apsley and Hemel Hempstead in turn. Such an urban sprawl should be vigorously resisted..

	<p>(5) There is a suggestion that an access could be provided on to Ruckler's Lane. There are already considerable traffic problems at the eastern end of Rucklers Lane with people queuing either to enter onto or exit from the A4251 London Road and having to weave in and out of parked cars. The junction of Rucklers Lane and the A4251 London Road cannot cope with any additional traffic.</p> <p>We trust that you will take these comments into account when producing the first draft of the new Local Plan and should be grateful if you would notify us when the Council publishes any further documentation for consultation.</p>
Include files	
Number	Question 46
ID	LPIO7707
Full Name	MR BILL BURGESS
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 your proposals for development, I need to add a few comments.</p> <p>Even without further development, road and rail congestion are already at breaking point in Apsley, Kings Langley and approaches to the M25. Therefore, it beggars belief that you are suggesting that four separate green belt sites, become housing and other mixed developments.</p>
Include files	
Number	Question 46
ID	LPIO7711
Full Name	KAREN PETERS-AMPHLETT
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 my concerns about your plans to develop on Greenbelt in Kings Langley.</p> <p>I have lived in the village of Kings Langley since 2005 and chose to live here because it was a village. I wanted to have a family in a small village community as opposed to a large town. Your plans would see Kings Langley double in size and lose its village status. We would no longer be our own village but a suburb of either Watford</p>

	<p>or Kings Langley. Not to mention that our tiny village cannot cope with any additional traffic. The traffic in the village is gridlocked every morning with people travelling to get to the M25. Doubling the amount of people in the village would send it in a situation beyond chaos. The trains in addition would not cope with any more passengers. Already all trains to London are standing only from Kings Langley.</p> <p>Not to mention other public services, I often struggle to get a GP appointment and my daughter is due to be starting school next September. We have already been informed that Kings Langley is highly over subscribed and she may not get in. Where would all these families send their children.</p> <p>There are other brown field sights you could put numerous small developments on and spread the 603 across Dacorum not putting such a heavy load on one community. I have a feeling that this is all driven by greed and money and once planning permission is gained for a sight such as wayside farm the value of it will increase significantly!</p>
Include files	
Number	Question 46
ID	LP107712
Full Name	JANET SEWELL
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 feel that to develop the site at Wayside Farm would have an extremely detrimental affect on the village as we simply do not have room to expand the infrastructure to cope with additional housing.</p> <p>It is already a problem for cars, buses and delivery vehicles getting through the village to and from Hemel Hempstead and Watford and the extra traffic resulting from the housing development would make this much worse.</p> <p>When it rains heavily now, local roads become rivers and covering over such a large area of field would only increase the run off down to the A4251.</p> <p>I also strongly object to the loss of one of just 2 dairy farms in our county.</p> <p>The Rectory farm and Hill farm sites would also add to the existing local traffic problems.</p>
Include files	

Number	Question 46
ID	LPIO7714
Full Name	WENDY ANNE BRYANT
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 was born in xxxxxx and have lived in Kings Langley all my life</p> <p>Kings Langley is a village that already has the following issues;</p> <p>Our roads are already too busy and the speed limit is ignored in Water Lane and very dangerous. The roads are too narrow to accommodate the traffic we already have. Today I witnessed a blue light ambulance unable to get passed parked cars up Common Lane/Love Lane.</p> <p>Parking is an issue I constantly have cars parked outside my home from the Ovaltine houses as not enough parking spaces were planned for this development. Commuters using Kings Langley Station park daily along our road as the station car park is too small.</p> <p>Children should be able to walk to a local schools this would reduce traffic and is far healthier.</p> <p>Outside space and children's play areas are important our green areas should not be built on</p> <p>I am very concerned about the water supply to Kings Langley</p> <p>We do not have a frequent or reliable bus service; during school runs buses are overcrowded.</p> <p>How can more houses be built when we do not have the services to support us now. If our green belt is built on we will no longer be a village as we will be attached to Hemel Hempstead.</p> <p>I feel very strongly that Kings Langley should remain as a village for future generations to come. Village life is a far happier environment to be bought up in.</p> <p>I am extremely upset that Kings Langley will be unrecognisable as a village.</p>
Include files	

Number	Question 46
ID	LPIO7716
Full Name	SARAH VYSE
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 objections to the plans to develop green belt in Kings Langley. It is inappropriate to consider using Green belt as this was protected land to maintain village identities and with the amount of development planned Kings Langley would lose all identity and merge with surrounding areas. Though I am aware of the need for new housing lessons need to be learned from previous local developments. Parking is a serious issue which needs to be addressed to prevent further problems. It is not sufficient to build new schools and doctors surgeries. It is not just a case of providing a building but they need staffing and there is a massive shortage of NHS and teaching staff locally. With particular reference to replacing Wayside farm. This is a thriving local business providing a niche service to the local community.</p>
Include files	
Number	Question 46
ID	LPIO7718
Full Name	Mr Edward Castle-Henry
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 feel I should start by saying that I am not opposed to new houses being built, I think it is really needed, the numbers of homeless people speaks volumes about the pressures being put on our society, which is letting far too many people fall through the cracks, although I have a feeling those most in need won't be seeing these houses either.</p> <p>The other concern I have, is the area where the proposed developments are to take place around Kings Langley. It is already struggling to cope with the numbers of commuters, and simply doesn't currently have the infrastructure in place to accommodate that many more.</p> <p>I also fear that once some plans go ahead, it will make it easier for further plans to be accepted, filling in the gaps.</p>

Include files	
Number	Question 46
ID	LPIO7719
Full Name	SANDRA 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>I DO NOT agree with the use of Green Belt sites around the edge of towns and villages. With particular reference to Wayside Farm, Kings Langley:-</p> <ol style="list-style-type: none"> 1 New homes would not enhance the natural beauty of Kings Langley village on the land of a thriving Jersey farm. 2 More homes would put even more pressure on Watford General A&E, the only maternity unit in the area and hospital admissions in general. 3 More traffic would congest the village and the need for more parking would increase. 4 Schools and doctors surgeries would struggle to meet the demand of the increased population. <p>Having lived in the beautiful village of Kings Langley for 35 years, I strongly oppose any proposals to develop Green Belt land.</p>
Include files	
Number	Question 46
ID	LPIO7720
Full Name	RUTH MCANDREW
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 appreciate no decisions have been taken yet, but I would like to offer you my concerns about the four sites for proposed development being suggested by DBC in Kings Langley.</p> <p>I lived in Kings Langley a total of 27 years, and I strongly oppose development on Green Belt land.</p> <p>My concerns are:-</p> <ul style="list-style-type: none"> • VILLAGE SEPARATION - Sprawl of the Hemel Hempstead town towards the M25 by new areas of development, without breaks of open space will damage the village identity of Kings Langley. Separation of these areas must

therefore be maintained with open spaces to maintain this. The Shendish site with a capacity of 900 homes would infill in a green space that currently separates our village from Hemel Hempstead town.

- LOSS OF VILLAGE CHARACTER - Kings Langley is a good sized village already and it will lose it's character if it's size increases significantly.
- EXISTING VOLUME OF TRAFFIC - At present, despite the existence of the A41 by-pass, Watford Road, Kings Langley snarls up with traffic dreadfully on a daily basis. The historic High Street is just not designed for huge volumes of traffic.
- SCHOOL RUN TRAFFIC - There are 3 good sized schools within the village envelope which brings significant amounts of traffic at pinch points in the day. We just about manage with the current levels of traffic now - large numbers of new properties will only add to this and make it worse.

Four sites have been put forward as possible development sites. Large numbers of new houses in any location will unbalance the status quo. Smaller numbers will have less of a damaging impact.

- Shendish - large development on this site fails on the sprawl argument.
- Hill Farm - this site hasn't got a suitable position for safe access to or egress from the site.
- Rectory Farm - a smaller proposal in number terms but this area is a significant part of the Green corridor defining Kings Langley village.
- Wayside Farm - a popular and now successful community farm providing fresh produce and raw milk to Kings Langley residents and those from further a field. Although owned by HCC and not by the tenant farmer, building on this site would create the biggest loss to our community and would swallow up a huge area of Green Belt on the south side.

In conclusion, I believe the Green Belt in and around the village of Kings Langley should not be considered for development as part of the new local plan to 2036.

Include files	
Number	Question 46
ID	LPIO7721
Full Name	MICHELLE FROST
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 understand that DBC has established that future housing needs cannot be accommodated on existing brownfield sites, so some greenfield land spread across the Borough will inevitably be required.</p> <p>In response to this, I have been made aware that the DBC is considering the School's land at Haslam Fields on Shootersway as a potential housing allocation, alongside many other options.</p> <p>I wanted to confirm that, as Berkhamsted school parents, we fully support this as</p> <ol style="list-style-type: none"> 1 i) the school has alternative games field campus options ii) the school needs to attract young new teachers who need housing in the area..
Include files	
Number	Question 46
ID	LPIO7723
Full Name	Mr James Curliss
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 parent of Berkhamsted School, I whole heartedly support Haslam fields as a site for future residential development IF;</p> <p>The housing mix/tenure predominantly supports social/affordable and elderly /retirement living sectors.</p> <p>We have enough sterile £1m plus family houses in that area and we desperately need housing diversity to reflect the people who live and work in Berkhamsted and to make it more inclusive and accessible to all.</p> <p>Haslam Fields is a great location for such housing.</p> <p>The very people that Berkhamsted and the surrounding area needs are being priced out of the housing market. This must stop and innovative ways to attract the right people so that they can get a step on the housing ladder must be found.</p> <p>Please, No more stockbroker/ commuter homes and deferred S106 payments to the council to move the social/affordable homes to less convenient sites etc.</p> <p>Responsible, diverse housing is needed to encourage a better more diverse society.</p>
Include files	
Number	Question 46
ID	LPIO7725
Full Name	Zoe Ryder
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 been made aware that one of the sites under consideration for development in Berkhamsted is the school Haslam Fields site.</p> <p>As a local resident I am extremely concerned about the impact this would have on traffic and parking in the area. The school is growing at an ever increasing pace, without any consideration on the impact of local residents, and this site is often used for parking at the school. If you have ever seen the number of people who turn up to the school special events, let alone on a normal school day, the loss of this site to be used for school parking would gridlock the town. Big events see the road opposite Ashylms School parked all the way down as well as the use of Haslam Fields. The school itself also contributes significantly to the levels of traffic on the Kings Road and the location of this site for housing would cause further traffic backlogs at the junction with Shootersway. Granted, the new lights have helped tremendously, but these are roads that were built years ago and are just not suitable for the number of cars the school brings in each day, let alone adding traffic for new housing into the equation.</p> <p>The impact of the increase in pupil numbers at the school over the years are stark, with the opening of the Haresfoot Site having a knock on effect as pupils move into the Prep and Senior schools. The roads around Charles Street are now simply a disaster in the mornings due to the increase in traffic on Dr Commons Road. Many school parents are now using North Road, Montague Road and surrounding roads as a car park and walking their children into school. Much of this parking is dangerous, with cars parked right up to the junctions with Charles Street. The police and traffic wardens are powerless to do anything about it as the junction road markings were not repainted following the road resurfacing - but that is a whole other story!!</p> <p>If the parking for school events is lost then exactly where are the people attending them going to park? The car parks in town are full most days, the surrounding roads cannot cope with the existing levels of parking during the week anyway, so adding a few more hundred cars into the mix worries me deeply.</p> <p>Dare I say that once again Berkhamsted School seems to be more about the money and benefit to themselves than the impact on the local community.</p> <p>I fully support the need for more housing in Berkhamsted, particularly affordable housing, but not on a site that would actually be of serious detriment to the town.</p>
Include files	
Number	Question 46
ID	LPIO7726

Full Name	Mr Neil Gallamore
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 concern around potential development of Haslam Fields.</p> <p>Adding in more housing stock to an already saturated infrastructure within Berkhamsted and most noticeably on Shootersway once the Bearroc development becomes fully occupied is not a good idea.</p> <p>The traffic especially for getting out of the proposed estate will be problematic and the getting into and out of town will be severely impacted.</p> <p>I also believe that Greenfield sites should remain as just that and further development will lessen the appeal to what is a great town.</p>
Include files	
Number	Question 46
ID	LPIO7727
Full Name	Mr Paul Miller
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 happy to support further local housing but on the proviso that the surrounding road structure is able to cope.</p> <p>In particular rush hour on shootersway in the morning and at school run time is already a nightmare.</p> <p>The traffic lights have helped a little bit but primarily not that much at rush hour.</p> <p>In my view the problem would be solved by extending Shootersway at the North end and creating a south bound entry slip road onto the A41.</p> <p>This would enable the new houses near that end and the Northchurch traffic to not travel down shootersway and to go on the A41, and for those heading North they could use the bridge at the next junction.</p> <p>Subject to that construction, it has my approval.</p>
Include files	
Number	Question 46
ID	LPIO7728
Full Name	Mr Ian Whitfield

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 objection to the proposed development of Haslam Fields, my reasons for objecting are:</p> <ul style="list-style-type: none"> • With the (incomplete) development of Bearroc Park we are already experiencing considerable addition traffic along Shootersway and on the roads from the town / main thoroughfare up to Shootersway • In addition to the congestion the safety along these roads is being compromised on a daily basis and it is difficult for pedestrians (including school children) to navigate their way along these pathways • The increase in noise levels is reducing our enjoyment of the area and is devaluing the community spirit of the town • The town and the high street cannot cope with the level of current traffic especially at weekends and there is insufficient parking in the town centre • We have experienced an increase in the number of disruptions to services (water inc. sewage), telephony and a reduction in services (police) and I understand that the local schools are struggling with capacity <p>If this is not the appropriate way to register an objection please let me know what is</p>
Include files	
Number	Question 46
ID	LPIO7729
Full Name	Mr Hugh Briggs
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 say that having reviewed the proposed plans for Haslam fields that I am extremely supportive of them and wholly aligned with Berkhamsted School's participation in this project</p> <p>As a father of a pupil at the school I believe the scheme brings many benefits to the town as it looks to grow and develop and serves some highly needed social housing potential</p>
Include files	

Number	Question 46
ID	LPIO7730
Full Name	Mr Julian Mountain
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 support new housing on Haslam Fields
Include files	
Number	Question 46
ID	LPIO7731
Full Name	Mr Nick 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>I would like to express my concern about this proposal within the draft plan. The current use section says the golf course will be retained. This appears to be making people think there will be no development on the Shendish Manor part of the land. It has even managed to fool Cllr Alan Anderson who has issued a document to help people to comment on the proposals. Here he states 'the golf course is excluded from the bid.'. Because of this people may be fooled into not commenting.</p> <p>As such I think this proposal should be withdrawn and resubmitted to be clearer, and to be included within Kings Langley</p> <p>Shendish is Kings Langley Parish. It has been for hundreds of years, well before the current Hemel Hempstead was even considered.</p> <p>To be clear this is not my objection to the plan</p>
Include files	
Number	Question 46
ID	LPIO7733
Full Name	Mr Richard Thompson
Company / Organisation	Berkhamsted School
Position	Head Teacher
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	This is an email to confirm my support for the proposal of using Haslam Fields, Berkhamsted as a potential site for housing allocation.
Include files	
Number	Question 46
ID	LPIO7734
Full Name	Mrs Sylvia Dodridge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I wish to object to this extra housing and want to stick to the original 600 proposed. The town is usually gridlocked. It takes me 10 days to get an appointment with my gp. I am 90 years old. The town can not cope with its current population, one only has to look at the Road gritting and clearance situation in the current snow.
Include files	
Number	Question 46
ID	LPIO7735
Full Name	Mr Paul Hughes
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 been looking at the proposed development plans for Shendish Manor Hotel and Golf club. I have lived in the area for over 50 years and have used Shendish Manors sporting facilities for many of those years There are very few sporting facilities in the Apsley area that can generate the social and fitness services that the area needs. If this land is used to build more house and introduce thousands more residents, surely that can not be suitable solution to the over crowding. The more residents there are they would need more sporting and social facilities. So I am totally opposed to the development of the Shendish Manor site.
Include files	
Number	Question 46

ID	LPIO7740
Full Name	Mr Bruce Nixon
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 make these points:</p> <ol style="list-style-type: none"> 1 It is estimated that if you add 1600 homes you add 4000 cars and 24000 more journeys per day. It is likely to be a long time before Zip Cars www.zipcar.co.uk/ and car sharing are widely used. 2 Berkhamsted has taken more than its fair share with 34% more houses than target built, Hemel, which is far more suitable for additional housing, has not and is 21% below target. Hemel are not taking their fair share of new housing. 3 We should not build on the Green Belt – it is not necessary. We live in an area of outstanding natural beauty. Existing or brown sites should be found. Any adjustments should be completed before any new building is planned. 4 Housing growth must not exceed the capacity of Infrastructure already provided: GP surgeries, barely adequate now are struggling, Hospital provision is already inadequate; water and sewerage are limited; car parking – see above – will cause even more toxic emissions; schools cannot provide many more places without adverse effects. 5 Berkhamsted is an historic and unique market town. The capacity of old, mostly narrow roads which cannot be widened is very limited. Again, traffic is often congested, adding to the pollution problem. It will be a considerable time before most vehicles are electric 6 It has unique character that will be ruined by any further development that is not minimal or on a very small scale. <p>To quote Wiki, Berkhamsted is a historic market town close to the western boundary of Hertfordshire, England. The affluent commuter town is located in the small Bulbourne valley in the Chiltern Hills, 26 miles northwest of London. Berkhamsted is a civil parish, with a town council within the larger borough of Dacorum. Berkhamsted and the adjoining village of Northchurch are separated from other towns and villages by countryside that is within the Metropolitan Green Belt and much of it classified as being an Area of Outstanding Natural Beauty.</p>
Include files	
Number	Question 46

ID	LPIO7741
Full Name	Lorraine Miles
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 objection to the proposed Ivy House Lane development on the basis of:</p> <ol style="list-style-type: none"> 1 Its proximity to Chilterns AONB. 2 A strong countryside/Green Belt boundary would be breached. 3 The impact on valley sides and important dry valley location. <p>In addition; I would like to make the following points:</p> <ul style="list-style-type: none"> • Facilities and services are not accessible • Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely • The area is only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries • Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points • Access is single track road with pinch points that cannot be widened leading into narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous junction. • Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane bridges. • Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage • No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children • Poor accessibility to schools and all other facilities • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.

	In my view the Consultation process appears to be ignoring the views of residents and there is minimal visible evidence in Berkhamsted to deliver improvements relating to overcapacity on roads, water supply, reducing travel distances to nearest hospital, waiting times for doctors, school places, parking congestion and safety.
Include files	
Number	Question 46
ID	LPIO7743
Full Name	Mr Kevin Wilks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Below are my formal responses to your local strategic housing plan:</u></p> <p>Whilst I am not anti-future housing development, particularly if this provides local affordable housing for local people, I believe that it is detrimental and damaging to the local area if suitable infrastructure is not put in place FIRST to cope with the additional population.</p> <p>This has to be the case for Bovingdon, as the village is already struggling to cope with the increasing population that now live in the village.</p> <p>The council is well aware of the current issues regarding lack of suitable parking in the high street and the dangerous driving conditions that are created, particularly at the top of the high street near the roundabout with the Chesham Road. People park on one side of the road beside the houses at the top of the high street, this reduces the width of the road to one lane, making it almost impossible for 2 cars to pass simultaneously without the need for 1 car to mount the pavement. This pavement is regularly used by pedestrians in particular school children during the morning commute to school and work. It's an accident waiting to happen. This situation will be made worse if more traffic has to use the same road due to increased housing in the area.</p> <p>Also on the subject of traffic, the B4505 commonly known as Box Lane / Chesham road is the busiest B roads in Hertfordshire and arguably one of the busiest B roads in the country. It is one of the main roads in and out of the village as well as being the main road to take traffic from areas like Chesham to Hemel and other surrounding towns and villages.</p> <p>If you were to build 100s of additional houses in the village and also the surrounding towns and village areas, the numbers of cars that will be forced to use this already congested road will increase 10 fold as most houses</p>

have 2 cars. Bovingdon does not have many job opportunities so most residents will be commuting out of the village and will probably use Bovingdon High St and the B4505 to get to and from work and school. This road not only services the general public, but also is the main road to the Bovingdon Prison and this full prison also brings in lots of traffic from employees and visitors. There is also a busy weekly market on Bovingdon airfield which also creates lots of additional traffic onto the B4505 on a Saturday. It is common place to have heavy traffic jams on this road any day of the week but it can be extreme on a Saturday due to the market. On Sat 2nd December, the traffic was so bad on this road due to the additional Christmas shoppers visiting the market, the road had solid traffic for 6 hours which was made worse by a road traffic accident. Commuters were reported to have taken over an hour to navigate around the local roads for a journey that should have taken 5 minutes. It took over 2 hours to get from Bovingdon down to the end of Box Lane (London Road) and back. If the emergency services had needed to get through, lives would have been put at risk as they would have struggled to get through the local roads. Again, this level of traffic can only be improved if the Hertfordshire highways consider building a local by pass to take traffic away from this already over crowded B road. This is one of the pieces of infrastructure I feel the council must consider before adding more houses to the area.

I would also like to add that many school children and local dog walkers and pedestrians use these roads every day and are at increased risk with additional volume of cars, especially where the cars are forced to mount the pavements because the roads are not wide enough for 2 lanes of traffic due to parked cars.

If cars wish to avoid the busy roads such as Chipperfield Road, Chesham Road B4505 to get out of Bovingdon, they may consider diverting on to the minor narrow country lanes such as Longcroft Lane, Flaunden Lane, Bulstrode Lane etc. These roads are being increasingly used by vehicles who are avoiding the B roads to gain access to surrounding towns and villages. These minor roads are very narrow in places with hedgerows either side and limited areas for oncoming cars to pass each other. These minor lanes are struggling to cope with the additional traffic that is now using them. There have been several instances where cars have diverted down these roads and have met oncoming traffic with several cars in each direction. Cars have been forced to reverse around windy country lanes in very challenging driving conditions to allow cars to pass each other in wider sections of the roads.

I feel I have laboured my concerns about the traffic issues and safety issues relating to the sites in Bovingdon. I am now going to touch on other issues in relation to insufficient infrastructure.

If you increase the population with family housing, this will increase the demand on the local doctors, dentists, schools, hospitals and emergency services.

The local village Primary school in Bovingdon is already full and oversubscribed each year and they would not be able to fulfil the demand on school places that it would need to meet. There is a lack of space on the site to increase the numbers as the school which is already 2 form entry. As the other local villages & towns also has housing developments planned, and are also very busy schools, you would struggle to find places for children at other local schools. If you expect children to go to school outside of the village, you then have the issues of increased costs surrounding home / school transport as school pupils cannot safely walk between villages as they are country lanes without pavements and lighting.

Bovingdon does not currently have its own Secondary school and its population of school children currently feed into many different secondary such as Kings Langley, Hemel, Chesham, Ashlyns in Berkhamsted. As there are many other proposed housing developments in the local area as well as the 4 in Bovingdon, the demand for local secondary places will makes it even harder for the current population to secure a place in a local secondary school without adding in any further housing. There will not be enough Secondary spaces to cope with the additional needs.

The local Doctors and Dentists will not be able to cope with taking on board the additional patients that will be created by adding all these additional houses and the local NHS service and hospitals are already on their knees trying to cope with the current population. Waiting times at the local hospitals and lack of funding is already critical without adding any further numbers to these services. The emergency services are also struggling to cope without adding to their burdens.

Another major issue is the potential flooding risks that will be created by additional housing. We live in an area built on clay and have already had a big flooding issue in recent years that affected many local houses which caused the residents to be rehomed while their houses were totally renovated.

Besides all the above issues I have pointed out, I also have to ask myself, why Dacorum Council think it is acceptable to build on Greenbelt which is supposed to be protected. It seems that they are considering these sights because they have been put up for sale by local land owners and not necessarily because they are the best sites for future housing needs. Surely if the country needs to provide additional housing they should look where has the best infrastructure and also where has the best areas of potential jobs or easy commute for the increased population. Surely a town which has better job prospects, school spaces, better road and train links will be more suitable than an overcrowded village like Bovingdon which does not benefit from a train station or major road links or future job opportunities for the many potential new residents.

My last point is that I think Dacorum should also be mindful that Bovingdon has already agreed to some other recent developments which have not yet been completed such as Macarthy & Stone Retirement apartments which will be providing 34 retirement

	apartments on the B4505 and a new development off Molyneaux Avenue and some garages that are being developed for affordable houses else where in the village, (the exact address I am unfamiliar with but mentioned in the consultation evening on the 5th December). All these properties will increase the population and this is without any additional infrastructure and we just can't cope with any more.
Include files	
Number	Question 46
ID	LPIO7745
Full Name	Mr Kevin Wilks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Subject to planning and land owners consent, (or through a compulsory purchase order), these is a possibility of being able to create a by-pass from the A41 at Bourne End which could then potentially join up with Bovingdon Airfield which I believe is a brownfield site. I think this needs to be put in place before any additional housing is added.</p> <p>I also think that Dacorum council should go back to the Government and ask them to put in a ruling to consider compulsory purchase to build out on brownfield sites or other sites with agreed planning that has not yet been built out before forcing councils to consider building on protected green belt.</p> <p>If a compulsory purchase order was put in place to deal with this country wide housing crisis, then the county could then consider site such as Bovingdon Airfield in associating with a by pass from the A41 at Bourne End. This would be a far better option for the village than the ones that are being put on offer.</p>
Include files	
Number	Question 46
ID	LPIO7746
Full Name	Mr Kevin Wilks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	One of the sites marked for development in Bovingdon is the land called Bov-h2 with access via Homefield Road. Homefield Road is currently a cul de sac which

	<p>joins on to Green Lane at a point which is already an area of concern as far as traffic is concerned. There is a current situation where traffic on Green lane is reduced to one width around this junction heading towards Bovingdon High St as residents park their cars beside their houses reducing the width of the road and creating a bottle neck. As buses use this route as well it can create real congestion problems and issues of safety when pulling out from Homefield Road to gain access to Green lane, or driving down this stretch of Green lane. If you were to build 130 additional houses on the land behind Homefield Road and expect the flow of traffic to use Homefield Road to gain access in an out of the new development, this will create approx. 250-300 additional cars regularly using this already busy junction.</p>
Include files	
Number	Question 46
ID	LPIO7747
Full Name	Mr Kevin Wilks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>You are also proposing to build 60-75 new homes at the land marked Bov – h3 which will have access from Louise Walk to Green Lane. Whilst the access to Green lane from Louise Walk doesn't have the same issues at the junction as Homefield Road, you are again adding approx. 100-150 additional cars onto Green Lane, on top of the 250-300 additional cars that would be using Green lane from site Bov-h2, and many of these will also be driving past the junc at Homefield Road to Green lane to gain access to the high street and main roads out of the village. The same problems therefore are applicable as mentioned above.</p>
Include files	
Number	Question 46
ID	LPIO7748
Full Name	Mr Kevin Wilks
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 third site in question is site Bov-h1 which is also on Green lane. This has a proposal for another 130 houses and again could add approx. 250 + additional cars onto</p>

	Green Lane! If cars wants to avoid Green lane, the main next obvious route to commute out of the village is to use Chesham Road / B4505 which again has its many issues as mentioned above.
Include files	
Number	Question 46
ID	LPIO7749
Full Name	Mr Kevin Wilks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The last site, Bov-h4 is proposing 50+ new houses on the land which leads onto New House Road. The only current access to and from New house road is via the B4505 / Chesham Road and Bovingdon High St which again has all the same traffic issues already mentioned.
Include files	
Number	Question 46
ID	LPIO7751
Full Name	Mrs Anita Wilks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Below are my formal responses to your local strategic housing plan:</u></p> <p>Whilst I am not anti-future housing development, particularly if this provides local affordable housing for local people, I believe that it is detrimental and damaging to the local area if suitable infrastructure is not put in place FIRST to cope with the additional population.</p> <p>This has to be the case for Bovingdon, as the village is already struggling to cope with the increasing population that now live in the village.</p> <p>The council is well aware of the current issues regarding lack of suitable parking in the high street and the dangerous driving conditions that are created, particularly at the top of the high street near the roundabout with the Chesham Road. People park on one side of the road beside the houses at the top of the high street, this reduces the width of the road to one lane, making it</p>

almost impossible for 2 cars to pass simultaneously without the need for 1 car to mount the pavement. This pavement is regularly used by pedestrians in particular school children during the morning commute to school and work. Its an accident waiting to happen. This situation will be made worse if more traffic has to use the same road due to increased housing in the area.

Also on the subject of traffic, the B4505 commonly known as Box Lane / Chesham road is the busiest B roads in Hertfordshire and arguably one of the busiest B roads in the country. It is one of the main roads in and out of the village as well as being the main road to take traffic from areas like Chesham to Hemel and other surrounding towns and villages.

If you were to build 100s of additional houses in the village and also the surrounding towns and village areas, the numbers of cars that will be forced to use this already congested road will increase 10 fold as most houses have 2 cars. Bovingdon does not have many job opportunities so most residents will be commuting out of the village and will probably use Bovingdon High St and the B4505 to get to and from work and school. This road not only services the general public, but also is the main road to the Bovingdon Prison and this full prison also brings in lots of traffic from employees and visitors. There is also a busy weekly market on Bovingdon airfield which also creates lots of additional traffic onto the B4505 on a Saturday. It is common place to have heavy traffic jams on this road any day of the week but it can be extreme on a Saturday due to the market.

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I would also like to add that many school children and local dog walkers and pedestrians use these roads every day and are at increased risk with additional volume of cars, especially where the cars are forced to mount the pavements because the roads are not wide enough for 2 lanes of traffic due to parked cars.

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country lanes such as Longcroft Lane, Flaunden Lane, Bulstrode Lane etc. These roads are being increasingly used by vehicles who are avoiding the B roads to gain access to surrounding towns and villages. These minor roads are very narrow in places with hedgerows either side and limited areas for oncoming cars to pass each other. These minor lanes are struggling to cope with the additional traffic that is now using them. There have been several instances where cars have diverted down these roads and have met oncoming traffic with several cars in each direction. Cars have been forced to reverse around windy country lanes in very challenging driving conditions to allow cars to pass each other in wider sections of the roads.

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The local Doctors and Dentists will not be able to cope with taking on board the additional patients that will be created by adding all these additional houses and the local NHS service and hospitals are already on their knees trying to cope with the current population. Waiting times at the local hospitals and lack of funding is already critical without adding any further numbers to these services. The emergency services are also struggling to cope without adding to their burdens.

	<p>Another major issue is the potential flooding risks that will be created by additional housing. We live in an area built on clay and have already had a big flooding issue in recent years that affected many local houses which caused the residents to be rehomed while their houses were totally renovated.</p> <p>Besides all the above issues I have pointed out, I also have to ask myself, why Dacorum Council think it is acceptable to build on Greenbelt which is supposed to be protected. It seems that they are considering these sights because they have been put up for sale by local land owners and not necessarily because they are the best sites for future housing needs. Surely if the country needs to provide additional housing they should look where has the best infrastructure and also where has the best areas of potential jobs or easy commute for the increased population. Surely a town which has better job prospects, school spaces, better road and train links will be more suitable than an overcrowded village like Bovingdon which does not benefit from a train station or major road links or future job opportunities for the many potential new residents.</p> <p>My last point is that I think Dacorum should also be mindful that Bovingdon has already agreed to some other recent developments which have not yet been completed such as Macarthy & Stone Retirement apartments which will be providing 34 retirement apartments on the B4505 and a new development off Molyneaux Avenue and some garages that are being developed for affordable houses else where in the village, (the exact address I am unfamiliar with but mentioned in the consultation evening on the 5th December). All these properties will increase the population and this is without any additional infrastructure and we just can't cope with any more.</p>
Include files	
Number	Question 46
ID	LPIO7753
Full Name	Mrs Anita Wilks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Subject to planning and land owners consent, (or through a compulsory purchase order), these is a possibility of being able to create a by pass from the A41 at Bourne End which could then potentially join up with Bovingdon Airfield which I believe is a brownfield site. I think this needs to be put in place before any additional housing is added.</p>

	<p>I also think that Dacorum council should go back to the Government and ask them to put in a ruling to consider compulsory purchase to build out on brownfield sites or other sites with agreed planning that has not yet been built out before forcing councils to consider building on protected green belt.</p> <p>If a compulsory purchase order was put in place to deal with this country wide housing crisis, then the county could then consider site such as Bovingdon Airfield in associating with a by pass from the A41 at Bourne End. This would be a far better option for the village than the ones that are being put on offer.</p>
Include files	
Number	Question 46
ID	LPIO7754
Full Name	Mrs Anita Wilks
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 sites marked for development in Bovingdon is the land called Bov-h2 with access via Homefield Road. Homefield Road is currently a cul de sac which joins on to Green Lane at a point which is already an area of concern as far as traffic is concerned. There is a current situation where traffic on Green lane is reduced to one width around this junction heading towards Bovingdon High St as residents park their cars beside their houses reducing the width of the road and creating a bottle neck. As buses use this route as well it can create real congestion problems and issues of safety when pulling out from Homefield Road to gain access to Green lane, or driving down this stretch of Green lane.</p> <p>If you were to build 130 additional houses on the land behind Homefield Road and expect the flow of traffic to use Homefield Road to gain access in an out of the new development, this will create approx. 250-300 additional cars regularly using this already busy junction.</p>
Include files	
Number	Question 46
ID	LPIO7755
Full Name	Mrs Anita Wilks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	You are also proposing to build 60-75 new homes at the land marked Bov – H3 which will have access from Louise Walk to Green Lane. Whilst the access to Green lane from Louise Walk doesn't have the same issues at the junction as Homefield Road, you are again adding approx. 100-150 additional cars onto Green Lane, on top of the 250-300 additional cars that would be using Green lane from site Bov-h2, and many of these will also be driving past the junc at Homefield Road to Green lane to gain access to the high street and main roads out of the village. The same problems therefore are applicable as mentioned above.
Include files	
Number	Question 46
ID	LPIO7756
Full Name	Mrs Anita Wilks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The third site in question is site Bov-h1 which is also on Green lane. This has a proposal for another 130 houses and again could add approx. 250 + additional cars onto Green Lane! If cars wants to avoid Green lane, the main next obvious route to commute out of the village is to use Chesham Road / B4505 which again has its many issues as mentioned above.
Include files	
Number	Question 46
ID	LPIO7757
Full Name	Mrs Anita Wilks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The last site, Bov-h4 is proposing 50+ new houses on the land which leads onto New House Road. The only current access to and from New house road is via the B4505 / Chesham Road and Bovingdon High St which again has all the same traffic issues already mentioned.
Include files	
Number	Question 46
ID	LPIO7758

Full Name	Victoria Moore
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	As a parent of children at Berkhamsted school and a resident of the Berkhamsted community, I am writing to support the proposals for development of Haslam fields for potential housing allocation.
Include files	
Number	Question 46
ID	LPIO7763
Full Name	Chris Owen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Having seen your proposals for the development of up to 42 dwellings in Wilstone and potential access problems to the site (and all the consequent disruption to residents), and notwithstanding my objections in principle to developing such a site at all, I'm wondering if you considered the field next door which already has direct access to Tring Road
Include files	
Number	Question 46
ID	LPIO7771
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>HHh3 Land at Shendish Manor. This consideration has been rejected in the past and none of the considerations for rejection have changed.</p> <p>The Manor is a listed building and one of the only two stately hotels in Dacorum. To surround it by a housing estate would greatly detract from the character of the estate. Walking in the area, because of the green space, is very popular and would be a great loss to the local</p>

	<p>community as would the three public footpaths located on the proposed development site. The sapling trees are just beginning to shoot up to create a small woodland and these would all be lost. Noise from M25 & A41 plus mainline railway is already enough without 1000 strong development be added. Traffic to Phasels Wood has grown significantly since being classified as an outdoor adventure centre. Rucklers Lane is now well on the map as a cyclists team route.</p> <p>There is a suggestion that alternative access could be made via Rucklers Lane. It is inconceivable that this would be considered.</p>
Include files	
Number	Question 46
ID	LPIO7772
Full Name	Mrs Margaret Bradley
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 live din this town since 1986 and the recent rate of development is alarming</p> <p>The purpose of Green Belt is to protect the TOWN it surrounds, not a small sub area of the town. Berkhamsted has already developed at a greater rate than it should have (34% above Core Strategy Target) over the last 10 years, without any infrastructure improvement. ANY further outward intrusion into the Green Belt for additional development is not sustainable and is unacceptable to the majority of resident of the town</p>
Include files	
Number	Question 46
ID	LPIO7773
Full Name	Siobhan Rothnie
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 object to the planning proposals for Berkhamsted for the following reasons;</p> <p>Berkhamsted is already congested. Added traffic cannot be supported within the historical layout of the town, there is already inadequate parking.</p>

	<p>Waiting times for doctors and the demand for school places are already at unacceptably high levels. The infrastructure of Berkhamsted cannot take more demand.</p> <p>Berkhamsted has already seen a disproportionately high level of residential development within the town and there should be no more.</p>
Include files	
Number	Question 46
ID	LPIO7775
Full Name	Mr & Mrs Steven Michael
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 to you to voice our concerns over the proposed development plans to build a large number of new homes in Kings Langley. We have been a residents of Kings Langley for over 70 years. We cherish our village. I believe the proposed development will increase traffic, put a strain on local services such as schools and doctors surgeries and ruin the character of our village.</p> <p>Whilst I appreciate new homes are needed I don't believe they should all be located in our village.</p>
Include files	
Number	Question 46
ID	LPIO7776
Full Name	Ian McGinty
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 give my thoughts/voice my concerns over the plans for building new houses across Dacorum. I have only recently moved to Berkhamsted with my family and initially when I heard about the possible plans for additional housing in the town I assumed some of the numbers being mentioned must be local gossip as it sounded so ridiculous but upon reading through your proposal it would appear as if they are genuinely being considered?</p> <p>Having not grown up here I do not necessarily have the same issue with a change of character of the town that extra development will bring as I'm sure many local people will (although I can see that large scale development will indeed have a very detrimental impact in this regard). My issue with a significant increase in</p>

housing is that, even if you build in the available countryside (which can then never be reclaimed and which will have been taken from future generations forever) there is only one high street and one town centre and this simply could not cope with the types of figures that you are potentially suggesting. I don't think I have ever seen a town with less capability of dealing with more cars and to think that some kind of bus infrastructure will solve this problem is utterly naive and even the people putting it forward as a suggestion must know this. There is also a thriving local economy here but the level of extra investment in business which would be required to sustain the additional houses/residents would not realistically happen. At a time when the country is fighting to save its high streets you are proposing to threaten one that is thriving?

The aspect that I struggle most with though is the impact on schools. As with many people in town this affects me directly but, trying to look at it from an objective point of view, I simply cannot see the feasibility of building the number of houses proposed. Even in your own proposal you reference the fact that Ashlyns would need to expand but has limited ability to do so. Surely then this must immediately rule out any plans to build a number of houses in Berkhamsted that would push Ashlyns beyond its potential capacity. To even move ahead with planning a situation where this could occur would be negligent and would quite literally ruin many lives.

To conclude, I am certainly not against the building of new houses and am not taking a protectionist view of my own town or taking the approach of being happy with extra houses as long as they're not near me. Rather I genuinely believe, beyond just a negative impact on the town, Berkhamsted would simply not be able to cope and that the plans in this regard are shortsighted and indeed flawed. Wherever it is decided to build and whatever the spread I firmly believe that each person making the decision (and I can only hope this email reaches one of those people) takes the time to walk in the shoes of the people whose lives will be affected (and not just in a brief visit or by using the excuse that they live in Dacorum and so therefore understand needs which may be completely different in other parts of the area), and to take the responsibility to heart before they irrevocably destroy swathes of the countryside that makes this area so beautiful and irreversibly alter the character of the towns which make it such a great place to live, in the name of hitting an arbitrary quota handed down to them which will no doubt change anyway - by then it will be too late.

Include files	
Number	Question 46
ID	LPIO7778
Full Name	Paul Knowles
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 support the reallocation of this land for residential use to enable the construction of much needed new homes in the borough.
Include files	
Number	Question 46
ID	LPIO7779
Full Name	Zandra Christie
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 with concerns over the proposed developments in Bovingdon.</p> <p>As a resident of 10 years I enjoy Living surrounded by countryside And wildlife. We are very lucky to have this and it breaks my heart that green belt has to be Sacrificed.</p> <p>Bovingdon's roads are already rammed, and very dangerous, with cars mounting pavements in order to manoeuvre around congestion. I walk my son to school and it's a really scary scenario. Bovingdon parking is non existent, our school is full and facilities are minimal. To propose such expansion seems very short sighted. When the market is on the traffic can be awful, the infrastructure will not cope with Such a vast increase in people and cars.</p> <p>The village enjoys a friendly close knit community and to excessively build on the few bits of green we are blessed with will spoil This community, and certainly lower Significantly quality of life here. Particularly vehicle pollution, which is notably worse from when I started living here.</p> <p>A final point I would like to make is that we are very lucky to have a hedgehog population here, to build over the land would deeply jeopardise their existence. Although I realise they are not yet protected they are certainly endangered.</p> <p>I do not have a preference to any of the proposed building, and believe the village of Bovingdon to not be a suitable candidate for such developments. If Dacorum need to find new plots surely an expansion of already larger towns where roads are already in place would be preferable from an environmental sustainability point of view than allowing swathes of countryside to disappear for roads and houses, destroying yet more wild life habitat.</p>
Include files	
Number	Question 46

ID	LPIO7782
Full Name	Zandra Christie
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Please don't spoil the rural Setting, especially in regard to the runway land and Duck Hill Farm where so much wildlife resides as its not broken up by fences and roads
Include files	
Number	Question 46
ID	LPIO7783
Full Name	Lyne Pesapane
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 complete opposition to the proposed plans to develop the Green Belt land around Kings Langley, including Shendish, which incidentally is in Kings Langley Parish, according to my land registry deeds. I am a resident of Ridgeway Close, which backs on to the Shendish Manor land. We bought into this area on the guarantee that the land at the rear of our property would not be developed, ever. To develop any of these areas would completely destroy the whole character of the village of Kings Langley. We are very proud of our village and community spirit, and the thought that it could all be destroyed is appalling.</p> <p>There is no infra structure to accommodate any of these developments, our local A and E which was at Hemel Hempstead hospital has been removed, and most importantly there are empty brown field sites which would be far more suitable. As for access to any of these suggested sites, how on earth would the site at Shendish be accessed for example. We have one very small road leading up to the Manor, and Rucklers Lane can scarcely accommodate the traffic along there as it is. Apsley is gridlocked daily, Kings Langley High Street is so dangerous that you drive along there at your own peril. The volume of traffic has increased hugely with the new local housing estates, and everyone would have to head off to Sainsbury's at Apsley which would be ludicrous. The area simply cannot accommodate any more developments, the impact would be huge, and to have no green land in this lovely semi rural area is appalling. For myself and my husband to have worked all our lives to have and have our dream of quiet retirement just taken</p>

	away is beyond words. I can only hope you will reconsider.
Include files	
Number	Question 46
ID	LPIO7784
Full Name	Cheryl Hall
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 object to building on Kings Langley Green Belt Land. Wayside farm is an integral part of Kings Langley village life.</p> <p>When we have friends visiting, we often take them to the farm as they are happy to have people look around. Many of my young daughters friends have never been on a working farm before. The educational value of seeing first hand where food comes from as well as learning about respect for animals and the local environment cannot be underestimated.</p> <p>We are able to buy raw jersey milk from Wayside Farm that isn't available anywhere else in Hertfordshire. I often meet people there that have travelled considerable distance to purchase it. They have recently set up a farm shop that sells a variety of fresh produce too.</p> <p>'Farmer Charlie' does many things for our village to make it a nice place both for villagers and visitors, such as maintaining the footpaths that run through the farm and keeping the grass verges as you enter the village tidy. He understands the meaning of Community.</p> <p>Please make it clear to planners that Wayside Farm needs to continue as it is to enrich the lives of Hertfordshire residents and is not available for development</p>
Include files	
Number	Question 46
ID	LPIO7785
Full Name	Caroline, Mark & James 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>My family and I have recently moved to Bovingdon from Teddington, Middlesex, where we lived for 11 years. When we moved in, Teddington was a lovely community</p>

	<p>with a real village feel. Lots of local independent shops and a real community ethos. When we left there in May this year it had grown to a sprawling town, merging into the surrounding areas of Twickenham and Kingston. The independent shops were closing and families were moving away because the area was busy, overpopulated and the infrastructure was stretched beyond capacity. There were no places in the schools, no appointments at the doctors and the roads were full of traffic. It wasn't the same place.</p> <p>We moved to Bovingdon to be near elderly family in Berkhamsted and because we wanted to live in a village, surrounded by fields, open spaces and clean air. We wanted to be able to walk to the local shops, enjoy bike rides and walks from our door without busy roads, traffic and built up areas.</p> <p>Please don't allow Local and Central government to take away Bovingdon's green spaces and village feel with the proposed local plan to build 450 houses in and around the village.</p> <p>Bovingdon is already bursting at the seams. The village is busy, with a large local primary school, 2 busy doctors surgery's and there is unfortunately too much traffic passing through. There aren't enough car parks and the roads in and out of the village do not cope with the traffic already using the routes. But it is a village and has a super community feel with locals only too eager to help and support one another young or old.</p> <p>There isn't the infrastructure to cope with more development. Please consider the impact the proposed developments will have on this village and look to other more suitable sites.</p> <p>The proposed Local Plan does not come with an accompanying infrastructure plan. This is not sensible and needs to be addressed by our local council again before the plans are further considered and reviewed by our local MP.</p> <p>We realise there is a need for new homes in the UK, but Local and Central Government must choose where they are sited and consider and develop the necessary infrastructure to accompany the new sites. Rather than just considering parcels of green belt land offered up by landowners.</p> <p>We as a family implore you to please think again.</p>
Include files	
Number	Question 46
ID	LPIO7790
Full Name	Andrea Bartlett
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Large scale developments tacked onto small villages is simply unsupportable for several reasons. First, the

	<p>dis-proportion of sudden growth leads to swamping of already stretched local services. In Kings Langley, roads are struggling under current loads. Second, a sudden influx in a close knot community leads to serious erosion of a village community and ethos. For this to be maintained the growth must be more in proportion to the size of the village. Therefore the bulk of the growth has to take place in larger towns and cities where infrastructure is geared towards high density living.</p> <p>Specific to the plans, none of the proposed sites in Kings Langley are tenable due to the enormous load on local road infrastructure, schools and medical resources.</p>
Include files	
Number	Question 46
ID	LPIO7793
Full Name	Oliver and Karen Warmington
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 writing to provide our preferences in regards to local planning proposals.</p> <p>http://www.council.gov.uk/bringdownthebigstrawwithyou</p> <p><u>Views on your local strategic housing plan: Bovingdon</u></p> <p>There needs to be put in place suitable infrastructure in order to cope with any additional housing. The village at the moment struggles to cope with traffic and has insufficient amenities for the existing population.</p> <p>The council is aware of the current issues regarding lack of suitable parking in the high street and the dangerous driving conditions that are created. The council has taken no steps to remedy or help with this situation, and further housing is only going to worsen this situation. Access and parking within the village need to be tackled BEFORE any further development is permitted.</p> <p>The road infrastructure in the village is not adequate for the current population and the visitors to the village. The village regularly comes to a standstill as a result of traffic from The Mount Prison, events at the airfield and most significantly as a result of the weekly Saturday market. If you were to build 100s of additional houses in the village and also the surrounding towns and village areas, the numbers of cars that will be forced to use these already congested roads will increase significantly as most houses will have at least 2 cars.</p>

	<p>If you increase the population with family housing, this will increase the demand on the local doctors, dentists, schools, hospitals and emergency services.</p> <p>The local village Primary school in Bovingdon is already full and oversubscribed each year and they would not be able to fulfil the demand on school places that it would need to meet. There is a lack of space on the site to increase the numbers as the school which is already 2 form entry.</p> <p>The local Doctors and Dentists will not be able to cope with taking on board the additional patients that will be created by adding all these additional houses and the local NHS service and hospitals are already on their knees trying to cope with the current population. We have yet to see the impact the new retirement development by McCarthy Stone will have on local health resources, and the local health infrastructure is already strained (Hemel, Watford, etc)</p> <p>What must not be lost sight of is that this is GREEN BELT, this is something that is supposed to be protected and an asset. Dacorum seem to have lost sight of this in their haste to put together these plans, and provide 'suitable' sites. Bovingdon is not the right place for large developments, it lacks the infrastructure and amenities for an influx of construction traffic and personnel and then of a large number of new residents.</p>
Include files	
Number	Question 46
ID	LPIO7794
Full Name	Oliver and Karen Warmington
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>There are 3 sites marked for development in Bovingdon called Bov-H2, Bov-H3, Bov-H1 with access via Green Lane. Green Lane is already congested with residents cars parked along much of its length. Additional traffic will worsen this situation and these proposed developments are far too large for the area with too high density of properties with insufficient amenities to manage these. There has been extensive flooding in the roads adjoining Green Lane and building on green field land will exacerbate this</p>
Include files	
Number	Question 46
ID	LPIO7796

Full Name	Ruth Fidler
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 have lived in kings Langley for over 3 years, having moved from London.</p> <p>Part of the reason to choose kings Langley was the lovely countryside surrounding and village feel it has.</p> <p>We are totally against the plans to build on green belt land as we would no longer be a village but an extension of Hemel Hempstead. The green belt should be preserved for future generations.</p> <p>We love going to wayside with our kids in particular to see the animals, buy lovely fresh produce and have a good country walk.</p> <p>The plans would also cause huge problems for the infrastructure of the village, in terms of the already very busy and congested roads at all ends of the village. The school facilities which are already massively over subscribed especially at primary level. Access to the doctors at an already very busy surgery and how the hospitals would cope with any further development is beyond me. It takes months for any appointments already.</p>
Include files	
Number	Question 46
ID	LP107800
Full Name	Nigel Jeffs
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Of significant importance to me personally are the plans that directly impact Kings Langley and I have the following observations on some of these:</p> <ul style="list-style-type: none"> • HH-h3 is actually within the Kings Langley Ward so I don't understand why it is being incorrectly assigned as part of a Hemel Hempstead provision. This is a significant area of Greenbelt that separates Kings Langley and Apsley, and in fact there is already no discernible separation between Hemel Hempstead and Apsley, and therefore a development of this nature would be a significant step towards absorbing Kings Langley in its entirety into a larger Hemel Hempstead and should not be considered.

	<ul style="list-style-type: none"> KL-h3 – I am pleased to see that the technical recommendation is to retain this as Greenbelt and not consider it further for development. As well as being a working farm this is an amenity space enjoyed by walkers, dog owners, cyclists, horse riders and runners and is used as part of many Duke of Edinburgh training hikes by our young people and those of many London suburbs. The scale of this potential development is disproportionately large for a village the size of Kings Langley and would have a devastating impact on the local services and transport infrastructure. I also find it incredulous that part of the site could be used to build office space while at the same time existing office space a few hundred meters away is being converted to residential use. <p>In terms of the proposals KL-h1 and KL-h2 – I still believe that even smaller developments on Green Belt are unjust and must be avoided. Plus any significant increase in the population of Kings Langley is unsustainable from a services and infrastructure perspective. I understand that this may not be ‘your problem’ as part or ‘your process’ but it is something that we as the community are acutely aware of in a village that is already often gridlocked with traffic.</p>
Include files	
Number	Question 46
ID	LPIO7801
Full Name	Catherine and Mark Richardson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We object to the proposed developments in and around Tring. Whilst we appreciate all Towns should assist with the Housing shortage, the number of proposed houses on each of the site outlined would overwhelm the town of Tring and residents would be negatively affected by the lack of amenities. The area's in particular along Station Road/Cow Lane would greatly change the appeal of Tring. There is insufficient capacity for so many houses here. It is green belt and area of outstanding beauty. There is enough brown-fill sites to meet the needs of the housing shortage without ruining the successful town of Tring.
Include files	
Number	Question 46
ID	LPIO7802

Full Name	Mrs L Meagher
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 register my disappointment and disagreement with the green belt developments for Kings Langley and the surrounding areas.</p> <p>We moved to the village 3 years ago for that exact reason it is a village and a different place to live to the bigger settlements of Hemel and Watford so the loss of village identity is something that really concerns me and won't make Kings Langley any different from these bigger settlements.</p> <p>I have severe concerns about theses developments in the three key areas :</p> <p>- Loss of valued landscape - many of the local farms provide great open landscapes for walking and wildlife which we like to explore with our young child and feel every sad to lose many of the beautiful sites that surround the village</p> <p>- Lack of suitable public transport to cope with demand - as a daily London commuter it is often a challenge to get a seat on a morning commute as there are only a few trains per hour at kings Langley so how would this cope with increased commuters</p> <p>- Increased road traffic - living near the Apsley end of the village I Am already concerned at the level of traffic and lack of parking available. The increased levels of cars parked on Red Lion lane concerns me not only when driving due to the level of parked cars but also as a mum pushing a buggy there is no safe way to walk on the pavements!!</p> <p>- School facilities - as parents of young children how will the local village school cope with all of these extra families in the area?</p> <p>I really hope you consider all of these factors to retain Kings Langley as the lovely village it currently is.</p>
Include files	
Number	Question 46
ID	LPIO7803
Full Name	Sarah Dalton
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 relation to Dacorum Borough Council's 'Issues and Options Consultation: Local Plan to 2036'.</p> <p>As a Kings Langley resident, it deeply saddens me that the development of the Green Belt land around the village is being considered as an option in the plan for meeting the growth needs of the Borough. In my opinion, none of the Kings Langley sites being considered are suitable or appropriate for development.</p> <p>In summary, the key reasons behind my opinion are as follows:</p> <ol style="list-style-type: none"> 1 A major part of the appeal of Kings Langley is its strong sense of community which is immediately evident to anyone who moves here. I feel that developing on the Green Belt land around the village and significantly altering the population size will fundamentally change this, as the 'village feel' will be no more. 2 If development occurs on the Green Belt land sites as suggested, I am concerned that Kings Langley will no longer feel like a village in its own right and will instead become an extension of Hemel Hempstead, bringing with it a loss of much-valued 'village life'. 3 Kings Langley already experiences major difficulty with the volume of traffic on the main road through the village, as it is used as a main access route for the M25, the M1 and A41. Queues form regularly throughout the day to the M25 roundabout, with peak work travel queues often extending all the way back to the other side of the village. Development plans that knowingly add to the amount of traffic that requires everyday access to this route are unacceptable. <p>The amenities in Kings Langley struggle to meet the needs of the current village population. For example, the local Primary School is hugely oversubscribed each admission year and living in the village is sadly no guarantee of a place.</p>
Include files	
Number	Question 46
ID	LPIO7804
Full Name	Sarah Dalton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	I particularly want to object to building on the land at Wayside Farm. Apart from the fact that the farm supports one of the two remaining Jersey herds in Hertfordshire, the aesthetically pleasing rolling hills and fields of the farm and surrounding land is the first view that people have on approaching the village and this would be ruined if a housing development were to be in its place. I feel that it is also important to point out that the farm itself is in essence part of the village identity. People from miles around come to the farm to buy raw milk and other related products and to visit the much-loved farm shop.
Include files	
Number	Question 46
ID	LPIO7806
Full Name	Mr Alan Debenham
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 thoughts about developments in the Kings Langley area are:</p> <p>Additional housing in Kings Langley and Apsley will impact facilities, utilities amenities and health services. They will stress the existing infrastructure for:</p> <p>Health – surgeries already have a waiting time of weeks for routine appointments, an increase in load will stretch the service beyond its limits. I do not believe the buildings are extendable to cater for the increase, nor do I think that the staff can be found to supply the services. The hospital facilities in Hemel Hempstead have been eroded, and I don't believe that in the current financial climate of austerity there is any appetite for reversing the changes made, either in terms of money for facilities or recruitment of staff.</p> <p>Transport – the road system through Apsley and Kings Langley is already stretched, with 10 minute queues in each location being a routine feature of travelling at popular times. Any increase is likely to cause gridlock.</p> <p>Education – schools are already oversubscribed and cause congestion in areas nearby – a further stretch on the road system. I do not believe that there is any credible commitment to provide staff or additional facilities for schooling.</p> <p>Utilities – water, sewage, waste disposal and recycling, electricity and gas supplies will also be stretched. I find it difficult to believe that there is a credible commitment to make such services available over the existing infrastructure, or to spend the resources needed to expand the capacity of each utility.</p> <p>Communications – the Post Office services already seem to be operating at capacity on the occasions I need to</p>

	<p>use the facilities; an extra load does not seem to be tenable.</p> <p>Broadband access is likely to degrade substantially unless new infrastructure becomes available – how will it be funded, when resources are as good as thin air?</p> <p>Emergency services will need to be expanded in the area – Ambulance, Fire, Police. Is there credible funding planned?</p> <p>The ribbon development is likely to eradicate the character of this historic village.</p> <p>There has already been a substantial increase in housing in the Nash Mills and Ovaltine factory areas, following the re-development of the paper and beverage manufacturing sites</p>
Include files	
Number	Question 46
ID	LPIO7808
Full Name	Mr Alan Debenham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Could local office owners be surveyed to establish if they have spare capacity which could be usefully converted into accommodation – this would also benefit residents who are eager to obtain local work.</p>
Include files	
Number	Question 46
ID	LPIO7811
Full Name	Lisa Edwards
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 following my response to the above Local Plan Consultation, focussing specifically on Kings Langley.</p> <p>I have also decided to keep my response brief and just focus on the areas I feel very strongly about, as follows:</p> <p>Infrastructure</p> <p>I am sure this will come as no surprise to you that this is one of my greatest concerns, but I cannot ignore this</p>

	<p>in my response. Having attended the Extraordinary meeting in Kings Langley on the 14th November, I share all the concerns that were raised during the meeting ie road/rail network capacity, Primary School places, medical facilities, community facilities, drainage, but in particular traffic and parking on the High Street. Over the last couple of years the High Street has become problematic to drive along at busy times, due to the vehicles parked either side of the road, particularly as you are coming into the High Street from Watford. This can become a bottle neck, especially in the morning and can be quite stressful to manoeuvre your way through. More houses would increase the traffic through the village making an already difficult situation much worse.</p>
Include files	
Number	Question 46
ID	LPIO7813
Full Name	Lisa Edwards
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside Farm</p> <p>To be honest we are not happy about any of the proposed sites for development and feel strongly that Green Belt sites should not be put forward without brownfield sites being fully explored first. However, we feel particularly strongly about the proposed development of Wayside Farm. We feel that this is such a key part of what makes Kings Langley a special place to live. The farm and surrounding countryside offer so much to the village and to take it away would change the entire 'feel and ethos' of the village. As a family, we regularly walk across the fields to Chipperfield and it is such a nice feeling to know that we can enjoy the wildlife and the open space whenever we want. Having grown up in the Yorkshire Dales, I feel passionately about the countryside and the importance of it to all of us, especially our children, who have grown up appreciating the countryside and all it has to offer. I always say to friends that we have the best of both worlds in Kings Langley i.e. we have easy access to major towns, but we also have access to the countryside which, in my opinion, is invaluable. I also feel strongly that Mr Wray should be congratulated for the innovative way in which he runs his farm, but instead he now has hanging over him the possibility of losing his livelihood and everything he must have worked so hard for. What message does that send to someone who works hard and contributes invaluable to village life</p>
Include files	

Number	Question 46
ID	LPIO7815
Full Name	Andrew Wragg
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 voice my objection to the proposed construction of potentially thousands of houses on or around the greenbelt land of Kings Langley village. These proposed developments are on sites currently occupied by Rectory Farm and Wayside Farm, as well as Sunderlands Yard and the Shendish Estate.</p> <p>I have lived in the village with my wife and children for around two and a half years, following an extensive search for a family home in the London commuter belt. I can confidently say that, after months of research and visits to Hertfordshire and the surrounding counties, Kings Langley was unique - we found no other village as well served by transport links and amenities, while retaining a community feel and strong sense of identity. Indeed, it is the proposed developments' affect on the character of the village about which I feel most strongly.</p> <p>Kings Langley is an attractive and historic place, a former home to Roman villas and royal palaces. This feeling of history has, thankfully, not been yet lost. Building some or all of the proposed housing would start to transform this village into a small town, and why would we want to convert any one of our treasured English villages into towns? England has an abundance of characterless towns, and a dearth of characterful villages. Villages, especially historic villages, are a defining part of our national heritage, attracting domestic and foreign tourism. With the continual move towards city living, people seek-out villages as an escape to our past and a glimpse of a different way of life. They are also family places, occupied by people who chose not to live in a town.</p> <p>My arguments against these proposed developments are not based on my trying to deny newcomers a place in the village - the housing market here is lively and there is therefore a continual churn of new people. My arguments are based on the fact that Kings Langley enjoys a sense of community, and I believe that this will only be eroded with such an increase in housing and people. Kings Langley is a great place, so why compromise its standing when there are areas that would truly benefit from new housing and the additional amenities that that new housing would bring.</p> <p>While my primary objection is loss of character, it would be remiss of me not to describe the current problems with infrastructure and transport within the village, and wonder how such a large volume of additional houses and people could ever be sustained.</p>

As a cut-through from the M25 motorway to Apsley and the south/western side of Hemel Hempstead, the high street in Kings Langley is already heavy with traffic - and not just at peak times. It takes only a small problem on the M25, or roadworks in Apsley, for a gridlock to extend into the village. Indeed, the queue of people trying to join the M25 at the Kings Langley junction in the mornings already causes a backlog of traffic. This is clearly frustrating for residents and commuters, but is also a barrier to emergency vehicles.

And then there are the trains... I commute daily from Apsley train station, and cannot always find a seat. Kings Langley, being the next station along the line, is even worse, and by this point people are generally having to stand. By Watford, the train is packed - standing room is sparse. And by stations such as Bushey and Harrow & Wealdstone, there is not always enough space for all commuters to board the train. Building such a large volume of extra housing in and around Kings Langley would clearly result in a significantly enlarged commuting population, stretching the already stretched rail service beyond its limits.

As a country, we need more housing - it's a fact, and the government has rightly set building targets to achieve higher volumes of development. But in so doing, care should be taken not to destroy our heritage. There are areas where building could take place that would not be negatively transformative to the area; it's not a given that all people oppose new development, and that development is always a bad thing. However, I do believe that in the case of Kings Langley, the proposed volumes of housing would not be sustainable; indeed, they would be detrimental.

I would like to close by saying that I am not opposed to change and development - every day I gaze in awe at London's steady stream of new skyscrapers and inspirational modern buildings. These structures remind us of how clever and imaginative people can be. But the flip side of the coin is an apparent trend towards commoditisation and homogenization; of being neither one thing nor the other, and of replacing the past not with brilliant, but bland.

I do worry that with these proposed developments, Kings Langley will lose its crowning glories and become just another face in the crowd.

Thank you in advance for taking the time to consider my views,

Include files	
Number	Question 46
ID	LPIO7816
Full Name	Jane Hillier
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 raise objections to the proposed housing developments in Berkhamsted.</p> <p>I cannot see the benefit of building houses in our beautiful countryside. Will the new residents be aware that they will have difficulty in finding a school for their children, parking in the town, getting an appointment with the doctor, and so on and so forth. Why is it that we have not put a stable infrastructure in place before embarking on a programme that will enlarge our town by 25%?</p> <p>I have lived in the town for over 40 years and have loved being here. But over the last few years I have become increasingly concerned and worried about how the town has changed from being relaxed and rewarding, to having frenetic and overcrowded roads and town centre. It is very upsetting.</p> <p>Please, I urge you, do not build these houses in Berkhamsted. We understand that new houses need to be built, but don't overload our beautiful town.</p>
Include files	
Number	Question 46
ID	LPIO7817
Full Name	Marguerite Craig
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 following discussions with your planning department at the recent consultation in Berkhamsted.</p> <p>I am very worried about the plans because I do not think we have the infrastructure to cope with the proposed developments.</p> <p>Berkhamsted is a beautiful town and I have been a Resident with my husband for 34 years. During that time it has changed dramatically. Ask anyone who lives here about how full the schools, surgeries and car parks are. Far too full. I have also taught here and raised my family here. Can we please first look at the infrastructure of this town and once this has been studied there may well be room for some houses. to plan for houses before the infrastructure is in place seems crazy to me.</p> <p>It is so sad seeing what you are planning to do. Please do not ruin this beautiful area of the country.</p>
Include files	
Number	Question 46
ID	LPIO7819

Full Name	Marguerite Craig
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 particularly strongly object to building houses on the green field site at Ivy House lane.</p> <p>The roads around this area are very narrow and Gravel Path is already over congested and dangerous to drive on. It is also a beautiful fertile field producing wheat and other crops!</p>
Include files	
Number	Question 46
ID	LPIO7820
Full Name	Kim Church
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 raise my concerns on the proposals to build on green belt land in Bovingdon for the following reasons:</p> <p>1 - The 4 proposed sites would mean the loss of green belt and conflicts with Dacorums core strategy to minimise the effect on green belt and safe guard the countryside. the village of Bovingdon is also a designated conservation area and this amount of building would have a severe impact on the character of the village.</p> <p>2 - A dramatic increase in homes, population and cars means more pollution, impact on the drainage system which is already under severe pressure and unable to cope during periods of heavy rain. This is well documented from last October when the village was flooded. In fact Homefield is regularly the victim of a large amount of water running down the road when there is rain. The loss of this field would severely increase the water run off and cause an even greater flood risk to Green Lane and the bottom of the village.</p> <p>The village is built on clay which does not drain and therefore any loss of green space will only increase the risks to the village.</p> <p>3 - There is a severe lack of infrastructure to support any increase in the number of homes. There is no secondary school, and the primary school is over subscribed. Where are all the additional children going to go to school? This lack of availability of educational</p>

places will result in greater number of journeys being made to & from the village to schools outside of the area.

4- Bovingdon is a village with only 'B' roads to access in and out of the village, and are currently severely congested. Again it is well documented that travelling in & out of the village during busy times, especially at the weekends, school time & rush hours with the market can take an excessive amount of time.

5 - The High Street is extremely difficult to navigate with the large amount of traffic that passes through, as is the case for Green Lane. An increase in traffic will definitely have a major negative impact on the village conservation area. There is a high accident risk in both of these roads. Green Lane has a large number of dog walkers, kids walking & cycling to the football & tennis clubs and already having to navigate with a large number of vehicles that drive at speed passing the cars that are parked all the way along Green Lane.

- 1 The Homefield Proposals state " only minor road improvements would be required for access'. I am assuming this means the loss of the grass verges, which will result in cars double parking along the length of the road. This will ultimately result in the road being smaller than the existing width of the current road.

The turning out of Homefield is a blind corner and you cannot see to turn onto Green Lane . With a large number of people trying to access Green Lane from the proposed new homes there will be as bottle neck at the bottom of Homefield and ultimately people will 'take a risk & pull out on to Green Lane and therefore I anticipate a severe accident risk., as well as long queues of traffic trying to get out of Homefield.

7 - There is no large scale employment in Bovingdon, therefore this will mean more people commuting to & from a place of work / education, therefore increasing the traffic on already congested roads.

8 - There is already agreement to build 60 new homes on Molyneux Avenue, and a 20+ dwelling on council land on Hyde Meadows. This increase, together with the McCarthy & stone development is already a severe increase in population for the village to cope with. Any further devolvement is just not sustainable in a village and will negatively impact the quality of life in the village.

With these points I request that the town planners allow the village of Bovingdon to remain a village and do not destroy its character for the sake of allowing land owners to sell off green belt land with no consideration to the limitations of the area and infrastructure or the needs and wellbeing of the village.

Development should only be considered where it is supported by infrastructure for health, education, & social provision & opportunities for employment. Bovingdon with minimal infrastructure and severely limited public transport does not have the capacity to fulfil these criteria.

I await your response and hope that these views are taken into consideration.

Include files	
Number	Question 46
ID	LPIO7821
Full Name	David and Marion Peacock
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 writing to plead with you not to allow Wayside Farm, Hill Farm and Shendish to be taken for housing development as proposed in the current Dacorum Plan. We most strongly hold that there are several very good reasons for this plea to you:</p> <ol style="list-style-type: none"> 1 The areas are green belt, no de-designation of green belt land should be allowed until every last square inch of brown field sites is used. 2 Wayside Farm is a successful business, thanks to the hard work of the tenant farmer Charlie Wray - you must not deprive him and his family of their livelihood. 3 Charlie's herd of beautiful Jersey cows is one of only two such herds left in Hertfordshire 4 The areas named are each in their own way attractive assets to Kings Langley, their green space and their footpaths are well used and their landscapes are greatly admired and enjoyed. 5 Kings Langley is an historic village of great individual character, Wayside Farm, Hill Farm and Shendish are each intrinsic parts of this. 6 Urban sprawl which has previously been allowed elsewhere is a blight upon our countryside. Today we surely must have a more enlightened approach to prevent the agglomeration of buildings and the merging of villages into towns. 7 The near doubling of the population of Kings Langley which would result if all the land mentioned here were to be used for housing would place an unsupportable burden on our roads, our local services, our schools and especially our medical services. <p>My wife and I sincerely hope that you will heed this request, surely being made by many others of like mind, and cease to entertain any violation of our precious green belt land or the assimilation of our much loved village.</p>
Include files	
Number	Question 46
ID	LPIO7824
Full Name	Pamela Bremner
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 seventy three years old and to me the Green Belt has always been of great significance, like a barrier protecting Kings Langley landscape and village and separating and preserving communities.</p> <p>To even contemplate violating the Green Belt is unacceptable thinking.</p> <p>This is just one area being eyed up around Kings Langley. Tell me how all the people presumed to move to all the imagined sites are to be served by the necessary services. Schools, doctors, old peoples' care, dentists, hospitals. Watford Hospital is under strain and usually under Special Measures. There is a notice at The Surgery, The Nap, Kings Langley, asking that people refrain from going there unless under life threatening situations.</p> <p>The A4251 is heavily congested morning and evening, how can more traffic be sustained. Trains - try catching a rush hour train at Kings Langley. Even with a First Class ticket my partner (ill last year and unable to stand) still had to wait for later trains where he might obtain a seat. Appointments were missed. These trains are so crowded that first class accommodation is frequently opened up to all and even so people must stand.</p> <p>None of the Kings Langley sites proposed are suitable. Kings Langley is not able to accommodate such proposed growth. The Green Belt must be defended and preserved for people and their children and DBC must be vigorous in this defence.</p> <p>Shendish site must be omitted, please note. Beware greedy developers, no doubt circling like vultures, heedless of the loss of amenity and valued landscape cared about and of importance to the people of Kings Langley.</p>
Include files	
Number	Question 46
ID	LPIO7825
Full Name	Pamela Bremner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Who amongst planners thinks that the take-over and destruction of Wayside Farm is a good thing. Who is this person or persons. Wayside Farm acts as a wonderful visual introduction to the village. Of course</p>

	the farm is more than a scenic collection of fields, the farm supports a herd of Jersey cows. Wayside Farm is highly valued in Kings Langley. Tell me why good farming land should be gone forever, work over generations destroyed and genuine people who want to farm are ruined.
Include files	
Number	Question 46
ID	LPIO7827
Full Name	William Maris
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 strongly object to and oppose the planned major housing/developments in Shendish, Rectory Farm and Wayside Farm.</p> <p>All these proposed developments will render Kings Langley from a village into an urban sprawl, resulting in actual loss of identity and character</p> <p>The Green Belt was initiated to stop such ruinous development and the Green Belt must be preserved for the benefit of the local communities, future local communities and our environment.</p> <p>The development proposals would mean a major loss of valued landscape, AONB and amenity: plus shrinking environment and natural habitat for our wildlife.</p> <p>Kings Langley already suffers from a congested and inadequate road system; the development proposals would massively exacerbate this problem, without adding to the existing infrastructure. We already need a bypass for the ever growing traffic flows to and from Chipperfield, Sarratt, Belsize and Bovingdon etc ---- adding in these proposed extra houses would inevitable greatly exacerbate the existing problems to intolerable levels within Kings Langley.</p> <p>Finally, over the years Hospitals & A+E departments have closed, added to which with the existing population GP appointment availability has dropped like a stone. With existing traffic congestion access to Hospitals especially Watford (A+E) is very problematic at times. The development proposals contain no easement to this whatsoever and would obviously make the situation worse.</p>
Include files	
Number	Question 46
ID	LPIO7829
Full Name	IMELDA DEMPSEY

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 deep concern and alarm with your proposed house building programme on green belt developments for Kings Langley (including Shendish Manor).</p> <p>I moved to the village of Kings Langley 13 years ago from London with my son. The continued over development is seriously undermining my wish to remain a resident. I used to be able to leave my home in Vicarage Lane at 07:45 and be at my place of employment in Potters Bar by 08:00. The same journey would now take a minimum of 45 minutes. With 30 minutes being from my door in Vicarage Lane to the roundabout connecting to the M25!!! I would suggest that the over development on my door step is to blame for the increase in traffic.</p> <p>To my mind Kings Langley is in danger of simply being known as a by pass road from Hemel Hempstead to the M25. I recently was forced to resign from position at a Watford hospital - but with a journey of a minimum of 30 minutes just to get from my home in Vicarage Lane to the roundabout with access to the M25 and then a further minimum of 30 minutes to crawl into Watford. I gave up. Thankfully I haven't had to use an ambulance because getting stuck in Kings Langley High Street is inevitable most hours of the day. I was subsequently advised by a well known employment agency based in Watford, that Kings Langley and Apsley residents are now forced to use Vicarage Lane as a back route into Watford! Which would explain why Vicarage Lane, despite being a Lane by definition is now used as a main vein road. The number of repairs to the road surface and recently formed residents group are testament to this fact alone!</p> <p>My main concern is the grave green belt development proposed planning by Dacorum.</p> <p>I am, emphatically against any further developments. Kings Langley (which includes Shendish despite being listed under Hemel Hempstead in the consultation document) is being systematically over developed. I question the definition 'Village'.</p> <p>I cannot over emphasise that I am against any developments. None of your proposed sites within the Kings Langley sites including Shendish are suitable from my perspective. Where is your planning is these developments, how are you managing the ever increasing demands on health services, education</p>

	services, how are you managing the detrimental effects on invaluable amenities and landscape, how can you justify potentially destroying the few natural landscapes of outstanding beauty along with the wildlife. How will you manage the road and public transport networks?
Include files	
Number	Question 46
ID	LPIO7832
Full Name	MR ROBIN POWELL
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 writing to express our concerns regarding sites in the Kings Langley area which are being considered for development, particularly Wayside Farm where it is estimated the site has capacity for approximately 1000 homes.</p> <p>We are residents and have been for over 20 years; our village and its surrounds have had more than its share of development over the years, with little consideration being given to the effect the development has had on the infrastructure such as roads, traffic, schools, surgeries/hospitals and just as important, air quality. We fear that if the Kings Langley area is developed as proposed, the knock on effect on Abbots Langley would be significantly detrimental in that:-</p> <ul style="list-style-type: none"> • The amount of traffic travelling through our village would significantly increase. • Air quality would be poorer causing possible health problems, we live in a triangle of motorways, namely the M25 and M1. We can already smell the exhaust pollution from cars on the motorway. • Kings Langley schools would not be able to cope with the increase of children which would mean them seeking places in our already over prescribed schools. Many local parents are unable to place their children in chosen schools due to over subscribing. • Doctor's surgeries would not be able to cope albeit new ones are proposed, resulting in patients seeking alternative registration in our village surgeries which are currently struggling to cope with patient demand. We already wait up to 3 weeks for an appointment at our local surgery forcing patients to attend A & E for non emergency complaints. • There would be significant impact on surrounding hospitals particularly Watford General which has our only A & E Department. Already they are at breaking point particularly in the winter!

	<ul style="list-style-type: none"> On a general note, should these developments go ahead, we fear the gradual loss of our village life as more and more motorists use our roads as a 'rat run' causing added congestion and poorer air quality.
Include files	
Number	Question 46
ID	LPIO7833
Full Name	MR ROBIN POWELL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We already have empty office space on Aerodrome Way from the BT buildings, why build more.
Include files	
Number	Question 46
ID	LPIO7835
Full Name	MR A W 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>Please find listed below my objections for the proposed development at Shendish Kings Langley</p> <p>INFORMATION RELATIVE TO HEMEL HAMPSTEAD AND SHENDISH AND THE PARISH COUNCIL AND SHENDISH BOTH CONTAIN SHENDISH LOCATION. AS THIS IS CONFUSING I WILL NOT TABLE AN OPTION OTHER THAN I AM AGAINST DEVELOPMENT AT SHENDISH.</p> <p>(NO doubt lawyers will be having a field day)</p> <p>With reference to the information I have received at the Kings Langley Parish Council Presentation on the above and the Summary of general information and objections received from the Kings Langley & District Residents Association I wish to confirm my objection to the proposal to build 900 houses plus Primary School at Sendish Manor for the following reasons :-</p> <p>A The overload of the existing infrastructure in and around Kings Langley and Shendish especially onto the</p>

	<p>highway A 4251. Tight existing traffic is grid locked on many occasions and in peak times. Morning and afternoon traffic load is such that vehicles are unable to move. Also parking in the area is currently over loaded during the day and there is no close alternative for parking.</p> <p>As part of the infrastructure the stations at Apsley and Kings Langley are overcrowded at mornings and evenings even after the platforms and additional parking has been made available recently.</p> <p>B The area at Shendish contains grade 2 listed buildings and they fit well into the surrounding which would be lost by the proposed development.</p> <p>C The country area includes unique natural examples including trees, plants, wild life, The area is appreciated by many walkers and nature lovers. It is important to preserve because they are unique to the area.</p> <p>D The County Archaeologist notes there are possible sites of heritage interest and archaeological importance on the sites. These locations may be lost by the development.</p> <p>E The proposed development may well sponsor flooding as a result of building on areas of open ground on high ground level. This in turn could lead to land slippage as the sub soil ground will be chalk.</p> <p>F The proposed developments would form up with existing housing and light industry so forming a built up bridge to Apsley and Hemel Hempstead and hence a large built up area.</p> <p>G The local surgeries are currently fully booked and overstretched even after recent extensions and additional staff.</p>
Include files	
Number	Question 46
ID	LPIO7837
Full Name	REBECCA CLARKE
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	There is even a strong suggestion that there are archeological sites. The land around Shendish provides a great facility for walkers, locals and visitors, who can enjoy the rural atmosphere, including historic specimen

	<p>trees,which should be protected,as well as a range of wildlife,including deer and badgers and rare plants. The golf course equally,can be enjoyed by all including the hotel guests. The reasons why planning was rejected for this area in the past still holds good.</p> <p>The traffic on the A 4251 would be of great concern should there be any large development in KL as it has already grown exponentially in the last few years,partly as a result of the recent many developments in Apsley and Nash Mills ,the smallest incident causing jams.</p> <p>Also,commuters would find life very difficult,as trains are mostly too small and crowded,as well as there being insufficient parking.I constantly have to drive to other stations on my trips to London.</p> <p>Another threat would be the increased risk of flooding if there were housing estates instead of fields on the higher side of KL.</p> <p>The junction with Rucklers Lane could not sustain more traffic,either,if there were a new access road onto it,as many house owners there are restricted to street parking,narrowing it considerably.</p> <p>The green belt in KL should definitely be preserved with it's special character rather than let it become an urban sprawl.</p> <p>Both Wayside Farm and Rectory Farm equally should not be lost,providing beauty,and high quality milk.</p>
Include files	
Number	Question 46
ID	LPIO7841
Full Name	MR RICHARD LAWRENCE
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>There is even a strong suggestion that there are archeological sites .Shendish Manor, Apsley Manor Farm House and 4 barn conversions are all grade 2 listed properties, which deserve to be kept in a rural environment.The land around Shendish provides a great facility for walkers ,locals and visitors,who can enjoy the rural atmosphere ,including historic specimen trees,which should be protected,as well as a range of wildlife,including deer and badgers and rare plants.The golf course equally,can be enjoyed by all including the hotel guests. The reasons why planning was rejected for this area in the past still holds good.</p> <p>The traffic on the A 4251 would be of great concern should there be any large development in KL as it has already grown exponentially in the last few years,partly as a result of the recent many developments in Apsley and Nash Mills ,the smallest incident causing jams.</p>

	<p>Also,commuters would find life very difficult,as trains are mostly too small and crowded,as well as there being insufficient parking.I constantly have to drive to other stations on my trips to London.</p> <p>Another threat would be the increased risk of flooding if there were housing estates instead of fields on the higher side of KL.</p> <p>The junction with Rucklers Lane could not sustain more traffic,either,if there were a new access road onto it,as many house owners there are restricted to street parking,narrowing it considerably.</p> <p>The green belt in KL should definitely be preserved with it's special character rather than let it become an urban sprawl.</p> <p>Both Wayside Farm and Rectory Farm equally should not be lost,providing beauty,and high quality milk.</p>
Include files	
Number	Question 46
ID	LPIO7877
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	Option 1A preferred
Include files	
Number	Question 46
ID	LPIO7880
Full Name	MRS MARIE LAKEN
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 present plan to build 1600 more houses, in addition to the 628 built recently and the 600 already planned for Berkhamsted, is untenable given the narrow high street and limited parking and resources such as schooling.</p> <p>With 4000 more cars potentially and no parking that is madness, and the infrastructure does not suggest these expansions are reasonable. As Berkhamsted is already being more than fair with 34% more houses than the target, already built – in contrast to Hemel Hempstead - which is 21% below target; it would seem that a form</p>

	<p>of greed is highjacking common sense, reason and care, which will only ruin the unique character of this historic Hertfordshire town, create more air pollution and generally more stress, shopping.</p> <p>There is a need for affordable accommodation but mostly what is seen is developers reeling in the cash with little to show for the local people whose families need affordable places to live. To value communities who have lived in the town is invaluable in terms of character, and I don't think anyone who loves Berkhamsted will want to see it become an extension of London, with over developed shopping centres taking up the surrounding areas, creating monstrous bottlenecks of traffic. What quality of life is that for anyone?</p> <p>Hoping you will listen to reason and those who care about the quality of life for all who live, study or work in Berkhamsted.</p>
Include files	
Number	Question 46
ID	LPIO7882
Full Name	Mr Christopher Carnaghan
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 general we must try our best to retain the Green Belt, especially those parts which separate one nearby built-up area from another.</p> <p>Furthermore the infrastructure (roads, sewers, etc.) and public services (schools, surgeries, shops, etc.) in - and adjacent to - Hemel, Berhamsted and Tring can grow and accommodate increasing demand more easily and flexibly than those in the villages.</p>
Include files	
Number	Question 46
ID	LPIO7883
Full Name	Mr Christopher Carnaghan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Rectory Farm in Kings Langley, lying alongside the Hemel road (A4251), may seem at first sight to be an

	<p>ideal site to develop. But doing so would increase traffic onto/off the A4251, through KL (where the High Street is fast becoming a black spot), along Waterside (already congested by heavy on-street parking, on both sides), and across the hump-back canal bridge at Water Lane. And part of the site is a flood plain, bordering on ponds which harbour many water birds and other wildlife liable to be disturbed by new housing close by.</p> <p>While it might be particularly tempting to grant planning permission to a site because the owner is keen to develop it (thereby avoiding the cost and tedium of compulsory purchase), I presume that Planners do not take account of this in formulating their recommendations, since to do so would seem to be submitting to pressure from commercial interests. I look forward to learning in due course the result of the Council's deliberations.</p>
Include files	
Number	Question 46
ID	LPIO7885
Full Name	MR GEORGE WOOD
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Comments on the Plan -</p> <ul style="list-style-type: none"> • Green Belt in Hemel Hempstead should be maintained - once lost it is lost forever • Shendish 18 hole golf course should be maintained as a local amenity <p>Traffic and pollution in Two Waters, Apsley and Kings Langley are already at very high levels and road expansion in this area is virtually impossible/uneconomic</p>
Include files	
Number	Question 46
ID	LPIO7886
Full Name	MR GEORGE WOOD
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"> • Green Belt in Hemel Hempstead should be maintained - once lost it is lost forever • Shendish 18 hole golf course should be maintained as a local amenity

	<ul style="list-style-type: none"> Traffic and pollution in Two Waters, Apsley and Kings Langley are already at very high levels and road expansion in this area is virtually impossible/uneconomic <p>Building should be undertaken surrounding the villages in the northern part of the borough - this would regenerate these areas, make use of Tring and Cheddington stations and alleviate the pressure on the main towns of the borough</p>
Include files	
Number	Question 46
ID	LP107890
Full Name	SUE TAYLOR
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 object to further greenfield development because:</p> <p>The Town infrastructure cannot cope, schools, roads, drainage, parking, dentists, doctors all overloaded already. The High Street cannot cope now, with bottlenecks at Northchurch leading to unacceptably high pollution levels while the long waiting time at the traffic lights in Berkhamsted is notorious. An extra 4000 or so cars will make this even worse.</p> <p>Northchurch and Berkhamsted are separate settlements, the proposals would remove this separation and adversely affect the character of the village.</p> <p>The proposed areas targeted are environmentally valuable, both in their own right and as a buffer between the town and the important Woodlands and other habitats rightly protected as part of the Chilterns AONB.</p> <p>I urge you in the strongest possible terms to look again at the proposals and protect our greenfields rather than destroy our greenbelt to the lasting detriment of Berkhamsted and Northchurch communities, we must sort out the infrastructure issues before any more building can take place.</p> <p>Darrs Lane and Bell Lane are ancient sunken lanes full of character and the hedgerows and copses associated with them are equally ancient and as such have intrinsic ecological and historical value and should be protected.</p> <p>The ancient Shootersway has remnant ancient woodland on its southern side where the very scarce</p>

	<p>Violet Helleborine has been found. This also needs protection from 'improvement'.</p> <p>A further historic feature is the prehistoric Grims ditch that is visible as it crosses Darrs Lane would you see this destroyed?</p> <p>I also believe not all the land is safe to build on, there is a large (at least 80m across)circular depression in the field between Darrs Lane and Bell Lane, visible from Bell Lane, which is almost certainly a sink hole and which is unlikely to be unique.</p> <p>Another area of particular concern is the triangle of land to the northwest of the New Road canal bridge in Northchurch an example of how your proposals will fragment increasingly valuable habitats. Where this area abuts the canal there is a wide area of scrub in which I regularly see the increasingly threatened bullfinch and sparrows, more importantly it is used by the kingfishers that live on this stretch of the canal, there are estimated to be only 40,000 pairs left in the UK making our population significant and any habitat that they rely on important. They are shy birds and a major part of the value of this habitat is that there is no footpath or human interference on that side of the canal. Removing this would further fragment their available habitat and reduce their chances of survival.</p> <p>The canal is currently the dividing line between the village and the countryside, it is a valuable green corridor in its own right and entirely appropriate that it remains as the boundary to development.</p>
Include files	
Number	Question 46
ID	LPIO7893
Full Name	MR COLIN WHYMAN
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	KINGS LANGLEY IS AN HISTORIC VILLAGE WE SHOULD BE PROTECTING IT FOR OUR FUTURE GENERATIONS
Include files	
Number	Question 46
ID	LPIO7894
Full Name	MR SANJIV GILL
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish – information and objections</p> <ul style="list-style-type: none"> • The consultation presents this site within Hemel Hempstead; however it lies within the parish boundary of Kings Langley. • This land has resisted planning applications in the past on grounds of breaching the Green Belt. These have to be held firm against the current plans as there is significant risk of merging Kings Langley with Apsley and Hemel Hempstead • Losing this land means it can never be reclaimed, and reduces the amount of recreational land available to an increasing population in DBC • Vehicle access would require a new road bridge over the West Coast Main Line to connect with A4251, and inevitably worsen congestion in London Road, which is extremely congested throughout the day. • Depending on the number of new homes, another new connection would be required in Rucklers Lane, part of which would then require to be widened • The County Archaeologist has identified a high risk that heritage assets with archaeological interest are present on the site, and archaeological assessment would be required. • It could impact the 18 hole golf course which is a well used local amenity • Under National Planning Policy Framework 2012 (NPPF) rights of way need to be protected. Shendish has rights of way which are not mentioned in the Dacorum Local Plan which is misleading. • The land adjoining Shendish Manor is a popular location for ramblers, local dog walkers, and the young adventurers from Phasells Wood camp site. • The land adjacent to the Shendish access road is farmland which has, for many years been used to graze cattle and provide grass for animal feed. • The road access into Shendish Manor is restricted to a single road bridge which is not suitable for heavy traffic. <p>Environmental Issues</p> <ul style="list-style-type: none"> • There are a host of specimen trees which were planted many years ago as an overspill arboretum from Kew Gardens. All these trees make Shendish a place of environmental importance to the area, and the trees need to be preserved and protected.

- The effect on the water table at the bottom of Shendish. With any significant rainfall Shendish Lane can become a torrent of water and the impact this has on the surrounding roads and residents is very significant. There is already clear evidence of flooding issues in Apsley, following the development of the Manor Estate, where some retailers constantly suffer from flooding issues. Given the increased rainfall that has occurred in recent years, the risk of flooding is even higher now.
- Increased pollution and noise would have an adverse effect on health, wellbeing and air quality

Traffic Issues.

- The volume of traffic along the Hempstead/London Road has reached unsustainable levels. Over recent years Apsley has seen the development of the Sainsburys, Bunnings, Wicks and Dunhelm Retail outlets which has drawn huge volumes of shopping traffic into the area.
- There have been housing developments on the Apsley Paper Mill sites, the Nash Mills sites and the Manor Estates plus several other local developments totaling over 2500 houses. All these developments have contributed to huge traffic congestion into the Kings Langley area.
- We have a significant amount of traffic generated by the County Council Offices in Apsley 1 and Apsley 2 office blocks, and also from the Westside Office complex, where on the 18th November over 800 cars were parked in their car parks., The entry point roundabout, where all these vehicles access and exit these sites, is within 50 metres of the access road into Shendish. The proposal to add up to 900 dwellings on to the Shendish site can only add significantly to the existing traffic congestion.

Examples of the type of congestion Shendish residents face

- Driving to the M25 from Shendish can regularly take more than 20-30 minutes from 7 to 9.30am. People from Hemel and the surrounding district use the roads through Kings Langley to avoid the A41 to join the M25 junction
- The London/Hempstead Road becomes totally log jammed, morning and evening each day, with traffic entering and leaving the Westside and County Council offices. Journey times can be

	<p>increased by up to 20-30 minutes because of this congestion.</p> <ul style="list-style-type: none"> • The whole area can become grid locked when there is an accident on the M1, M25, or the A41. • Rucklers Lane is in some places just a single track lane, particularly at the Red Lion junction. It is wholly unsuited to any additional housing traffic if access were to be made from Shendish.
Include files	
Number	Question 46
ID	LPIO7895
Full Name	MR BALJIT HIR
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish – information and objections</p> <ul style="list-style-type: none"> • The consultation presents this site within Hemel Hempstead; however it lies within the parish boundary of Kings Langley. • This land has resisted planning applications in the past on grounds of breaching the Green Belt. These have to be held firm against the current plans as there is significant risk of merging Kings Langley with Apsley and Hemel Hempstead • Losing this land means it can never be reclaimed, and reduces the amount of recreational land available to an increasing population in DBC • Vehicle access would require a new road bridge over the West Coast Main Line to connect with A4251, and inevitably worsen congestion in London Road, which is extremely congested throughout the day. • Depending on the number of new homes, another new connection would be required in Rucklers Lane, part of which would then require to be widened • The County Archaeologist has identified a high risk that heritage assets with archaeological interest are present on the site, and archaeological assessment would be required. • It could impact the 18 hole golf course which is a well used local amenity • Under National Planning Policy Framework 2012 (NPPF) rights of way need to be protected. Shendish has rights of way which are not

mentioned in the Dacorum Local Plan which is misleading.

- The land adjoining Shendish Manor is a popular location for ramblers, local dog walkers, and the young adventurers from Phasells Wood camp site.
- The land adjacent to the Shendish access road is farmland which has, for many years been used to graze cattle and provide grass for animal feed.
- The road access into Shendish Manor is restricted to a single road bridge which is not suitable for heavy traffic.

Environmental Issues

- There are a host of specimen trees which were planted many years ago as an overspill arboretum from Kew Gardens. All these trees make Shendish a place of environmental importance to the area, and the trees need to be preserved and protected.
- The effect on the water table at the bottom of Shendish. With any significant rainfall Shendish Lane can become a torrent of water and the impact this has on the surrounding roads and residents is very significant. There is already clear evidence of flooding issues in Apsley, following the development of the Manor Estate, where some retailers constantly suffer from flooding issues. Given the increased rainfall that has occurred in recent years, the risk of flooding is even higher now.
- Increased pollution and noise would have an adverse effect on health, wellbeing and air quality

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- We have a significant amount of traffic generated by the County Council Offices in Apsley 1 and Apsley 2 office blocks, and also from the Westside Office complex, where on the 18th November over 800 cars were parked in their car parks., The entry

	<p>point roundabout, where all these vehicles access and exit these sites, is within 50 metres of the access road into Shendish. The proposal to add up to 900 dwellings on to the Shendish site can only add significantly to the existing traffic congestion.</p> <p>Examples of the type of congestion Shendish residents face</p> <ul style="list-style-type: none"> • Driving to the M25 from Shendish can regularly take more than 20-30 minutes from 7 to 9.30am. People from Hemel and the surrounding district use the roads through Kings Langley to avoid the A41 to join the M25 junction • The London/Hempstead Road becomes totally log jammed, morning and evening each day, with traffic entering and leaving the Westside and County Council offices. Journey times can be increased by up to 20-30 minutes because of this congestion. • The whole area can become grid locked when there is an accident on the M1, M25, or the A41. • Rucklers Lane is in some places just a single track lane, particularly at the Red Lion junction. It is wholly unsuited to any additional housing traffic if access were to be made from Shendish.
Include files	
Number	Question 46
ID	LPIO7896
Full Name	MR JAG HIR
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish – information and objections</p> <ul style="list-style-type: none"> • The consultation presents this site within Hemel Hempstead; however it lies within the parish boundary of Kings Langley. • This land has resisted planning applications in the past on grounds of breaching the Green Belt. These have to be held firm against the current plans as there is significant risk of merging Kings Langley with Apsley and Hemel Hempstead • Losing this land means it can never be reclaimed, and reduces the amount of recreational land available to an increasing population in DBC

- Vehicle access would require a new road bridge over the West Coast Main Line to connect with A4251, and inevitably worsen congestion in London Road, which is extremely congested throughout the day.
 - Depending on the number of new homes, another new connection would be required in Rucklers Lane, part of which would then require to be widened
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 - It could impact the 18 hole golf course which is a well used local amenity
 - Under National Planning Policy Framework 2012 (NPPF) rights of way need to be protected. Shendish has rights of way which are not mentioned in the Dacorum Local Plan which is misleading.
 - The land adjoining Shendish Manor is a popular location for ramblers, local dog walkers, and the young adventurers from Phasells Wood camp site.
-
- The land adjacent to the Shendish access road is farmland which has, for many years been used to graze cattle and provide grass for animal feed.
-
- The road access into Shendish Manor is restricted to a single road bridge which is not suitable for heavy traffic.

Environmental Issues

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Examples of the type of congestion Shendish residents face

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- Rucklers Lane is in some places just a single track lane, particularly at the Red Lion junction. It is wholly unsuited to any additional housing traffic if access were to be made from Shendish.

Include files	
Number	Question 46
ID	LPIO7897
Full Name	MR AJAY GILL
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish – information and objections</p> <ul style="list-style-type: none"> • The consultation presents this site within Hemel Hempstead; however it lies within the parish boundary of Kings Langley. • This land has resisted planning applications in the past on grounds of breaching the Green Belt. These have to be held firm against the current plans as there is significant risk of merging Kings Langley with Apsley and Hemel Hempstead • Losing this land means it can never be reclaimed, and reduces the amount of recreational land available to an increasing population in DBC • Vehicle access would require a new road bridge over the West Coast Main Line to connect with A4251, and inevitably worsen congestion in London Road, which is extremely congested throughout the day. • Depending on the number of new homes, another new connection would be required in Rucklers Lane, part of which would then require to be widened • The County Archaeologist has identified a high risk that heritage assets with archaeological interest are present on the site, and archaeological assessment would be required. • It could impact the 18 hole golf course which is a well used local amenity • Under National Planning Policy Framework 2012 (NPPF) rights of way need to be protected. Shendish has rights of way which are not mentioned in the Dacorum Local Plan which is misleading. • The land adjoining Shendish Manor is a popular location for ramblers, local dog walkers, and the young adventurers from Phasells Wood camp site. • The land adjacent to the Shendish access road is farmland which has, for many years been used to graze cattle and provide grass for animal feed. • The road access into Shendish Manor is restricted to a single road bridge which is not suitable for heavy traffic. <p>Environmental Issues</p> <ul style="list-style-type: none"> • There are a host of specimen trees which were planted many years ago as an overspill arboretum from Kew Gardens. All these trees make Shendish

a place of environmental importance to the area, and the trees need to be preserved and protected.

- The effect on the water table at the bottom of Shendish. With any significant rainfall Shendish Lane can become a torrent of water and the impact this has on the surrounding roads and residents is very significant. There is already clear evidence of flooding issues in Apsley, following the development of the Manor Estate, where some retailers constantly suffer from flooding issues. Given the increased rainfall that has occurred in recent years, the risk of flooding is even higher now.
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- There have been housing developments on the Apsley Paper Mill sites, the Nash Mills sites and the Manor Estates plus several other local developments totaling over 2500 houses. All these developments have contributed to huge traffic congestion into the Kings Langley area.
- We have a significant amount of traffic generated by the County Council Offices in Apsley 1 and Apsley 2 office blocks, and also from the Westside Office complex, where on the 18th November over 800 cars were parked in their car parks., The entry point roundabout, where all these vehicles access and exit these sites, is within 50 metres of the access road into Shendish. The proposal to add up to 900 dwellings on to the Shendish site can only add significantly to the existing traffic congestion.

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- The London/Hempstead Road becomes totally log jammed, morning and evening each day, with

	<p>traffic entering and leaving the Westside and County Council offices. Journey times can be increased by up to 20-30 minutes because of this congestion.</p> <ul style="list-style-type: none"> • The whole area can become grid locked when there is an accident on the M1, M25, or the A41. • Rucklers Lane is in some places just a single track lane, particularly at the Red Lion junction. It is wholly unsuited to any additional housing traffic if access were to be made from Shendish.
Include files	
Number	Question 46
ID	LPIO7898
Full Name	MS ANNE 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>I would like to object to the building of more dwellings in Kings Langley as there is already major traffic and parking issues in this area. Planning permission seems to be given on a "now" basis thinking a 3 bed property will only need one parking space, in actual fact it might need four to five parking spaces or more if the family that moves in has two parents and three to four children who will probably be at home until they are in their thirties if the statistics we are given by the government are to be believed!</p> <p>Please think about the long term future impact on the environment and traffic and crime (over crowding causes crime) I do not live in Kings Langley but the surrounding area and this housing will have a massive impact on every one!</p>
Include files	
Number	Question 46
ID	LPIO7899
Full Name	MS GWEN ROBERTS
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 COMPLETE OPPOSITION to the above plans for this beautiful town of Berkhamsted which is being ruined by lack of concern for its preservation as a historic market town. We simply DO NOT HAVE THE INFRASTRUCTURE to support huge increases in house building :</p> <p>There is insufficient space in our schools for a large increase in the number of children this plan would bring</p> <p>There are insufficient Doctors Surgeries to support an influx of patients</p> <p>Traffic passing through and into the town is already at unacceptable levels</p> <p>Residential streets are under huge pressure from parking</p> <p>There are too few Dentists to support an influx of patients</p> <p>Our Sewers and water supplies are already under huge pressure</p> <p>These are only some of the major problems which present themselves. The latest plans for this town are completely unsupportable!</p>
Include files	
Number	Question 46
ID	LP107900
Full Name	MR LEE CRYSTAL
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 proposals and arguments for housing development in Berkhamsted.</p> <p>It seems to me that there is no justification for building on green belt land. People love and appreciate the green lung that makes the area what it is. Brown field development only and with a commensurate improvement in supporting infrastructure is the sensible way forward.</p> <p>I urge you not to allow green belt development at any level.</p>
Include files	
Number	Question 46
ID	LP107901

Full Name	MS MARIA ANDERSON
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 parents at Berkhamsted School we support the proposed future use of the land at Haslam Fields for future housing.</p> <p>We also support the proposals for all the proposed sites in Berkhamsted and Tring to be used for housing. There are many teachers and families at Berkhamsted Schools who would like to move closer to school to facilitate the logistics of family life and working life but this is currently very difficult due to the limited housing available and the resulting cost of housing as a result of lack of supply. Berkhamsted and Tring are vibrant towns which need to continue to grow and thrive. There is plenty of opportunity to do this on these proposed sites without impacting the charm and character of the town centres.</p>
Include files	
Number	Question 46
ID	LPIO7903
Full Name	MR MARK WOODRUFF
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 object most strongly to the proposed major development of the Bovingdon Area. The options that have been put forward offer minimal improvements to the local infrastructure, amenities and will also cause an increase in traffic in an already busy area.</p> <p>I am not averse to a small housing project in the village, so long as there is <u>significant</u> investment in the following areas:</p> <ul style="list-style-type: none"> • Bovingdon Primary Academy – Already at capacity and would need expanding. • Secondary Schools – Children are having to travel to Hemel Hempstead, Kings Langley, Berkhamstead and Chesham to get a secondary school place. This would need addressing as even more children would be fighting for a space.

	<ul style="list-style-type: none"> • Bovingdon High Street – At school start/ finish times, the rush hour and Saturdays – when the market is on – the high street is jammed solid. There was a proposal a few years ago that improved the parking, pedestrianised large areas and diverted through traffic up Green Lane. This would be an ideal place to start! • Power, Water supplies and Drainage would need upgrading to cope with the increased demand. • The roads would need improving, with resurfacing and traffic calming measures. <p>Local Recreation Areas – Dacorums investment in Bovingdon’s local parks has been appalling when compared to neighbouring areas such as Croxley Green and Watford.</p>
Include files	
Number	Question 46
ID	LPIO7905
Full Name	MRS JEANETTE EMPSON
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 studied all proposals and attended meetings about further development in Bovingdon, and want to say we cannot sustain any further development of our village without infrastructure improvements. WE suffer traffic congestion, our school is full up as are our doctors and dentist facilities. Some areas are flooded and waste water has to be pumped away not always successfully.
Include files	
Number	Question 46
ID	LPIO7907
Full Name	MS ELIZABETH ROCHE
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am writing to express my deep concern over the proposed building development in Bovingdon. The current infrastructure would not sustain hundreds of new homes and families, and the development would mean loss of green belt land, opening the floodgates for further destruction of the precious green belt. As the mother of a young baby in Bovingdon, and with the knowledge that Bovingdon Academy is already at

	<p>capacity with no room to expand, the proposal of hundreds of new families would mean that my child and many others may not get a place at our primary school. This is quite simply not acceptable.</p> <p>Furthermore, an increase in population and cars of 25% would put significant pressure on the roads causing further traffic congestion, parking and road safety problems which are already issues for our village with the current population.</p>
Include files	
Number	Question 46
ID	LPIO7908
Full Name	MS JANE LAVENDER
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside Farm is an integral part of the village and it would be a great loss - one of the things that made us want to move here was the fact that the first thing you see on the way in is a farm! The reason people move to areas like this is because they want to live in a more rural environment and be able to enjoy open countryside AND have access to London. With the proposed plans BOTH of these factors are being threatened.</p> <p>Firstly, we moved to Kings Langley in April having commuted from Ruislip to the Rudolf Steiner School for several months. Getting in to the village in the morning would occasionally be blocked from the M25 but more noticeable was the daily line of traffic in the other direction of commuters trying to get through the village to the motorways. I would have to wait for an hour or so before attempting my journey back home. Now we live here my husband cycles to the station past a line of practically stationary cars from the High Street to the motorways. He then gets on a crowded train in to London.</p> <p>The village simply cannot cope with any more traffic. People who move here are not generally moving to work in this area but to live in a rural setting from which they can access London either by road or rail. There are 3 schools up on the hill of the village which makes the traffic in the High Street and surrounding roads up the hill congested every day at school times. Anyone who has tried to get around the area during peak times would not even consider adding more housing to the area - there is no other road that people can use realistically to get on to the M25 or A41 and it is already necessary to leave at 6.30am for my neighbour who commutes to Bracknell. An hour earlier than a few years ago. The</p>

	<p>quality of people's lives will be severely negatively affected by these proposals.</p> <p>There is then the issue of maintaining a village feel which if the proposed sites are built on would be lost and the village would just become a suburb of Hemel Hempstead.</p> <p>Of course there is a need for more housing but this should be thoughtfully planned to enhance areas that are already built up NOT on Green Belt.</p> <p>Please reconsider these plans and protect the Green Belt.</p>
Include files	
Number	Question 46
ID	LPIO7910
Full Name	Mr Tony Hutchings
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Please note that I am opposed to the proposed expansion of Berkhamsted by building on the Green Belt, I see this as the thin end of a very detrimental wedge.
Include files	
Number	Question 46
ID	LPIO7912
Full Name	MR BRUCE COPESTICK
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 strongly object to the proposed plans to build any houses on Land at Grange Farm, Green Lane, Land South East of Green Lane at Homefield, Land off Green Lane at Louise Walk for the following reasons:</p> <p>Green Lane is a completely unsuitable road to potentially increase the volume of traffic using it. It is already beyond capacity with cars, buses all struggling to safely negotiate the hazardous junction with the High Street. This increase would create a certain danger and increase pollution to any pedestrian or car user in the lane. Also</p>

	<p>consider the impact the extra traffic would have on adjoining roads.</p> <p>Green Belt Land is designated as such for a reason. Building on it would destroy the environment and the character of the village and therefore it should be preserved.</p> <p>Last year we had significant flooding at the bottom of Green Lane, causing a lot of damage to numerous homes. Building more houses would cause severe flooding Implications as the main drains in Green Lane are already unable to cope with the amount of houses using them causing an overflow of sewage in Property of Green Lane.</p> <p>New neighbours moving into xxxxxx were unable to get a place for their two children at Bovingdon Primary School so have no alternative but to drive to Chipperfield to go to school. It is certain that all children living on the proposed developments would have to travel to another village to go to school. This has a very negative impact on the environment and totally impractical. It clearly highlights that Bovingdon does not have sufficient infrastructure for any expansion.</p>
Include files	
Number	Question 46
ID	LPIO7914
Full Name	MS CLARE SHOESMITH
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>After looking at the plans for the area, I feel that planning should be for brownfield sites only, green belt is that for a reason I now live in Hemel Hempstead but use to live in Kings Langley the local area is already at breaking point traffic is so bad now even with the bypass, Watford hospital can't cope. It is a beautiful and historic area and would be a shame to over build. Also I do not understand why there are around 2000 houses in the area sitting empty.</p> <p>It would be a big shame if the villages lost their identities due to massive expansions.</p>
Include files	
Number	Question 46
ID	LPIO7916
Full Name	MRS CATHERINE BUTCHER
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Objections to the proposed development in Kings Langley:</p> <p>I wish to object to the proposals that have been put forward to build new housing in Kings Langley.</p> <p>I own a house in Kings Langley and having lived in the village I fully oppose the plans to build on sites in Kings Langley.</p> <p>Increased traffic - With more housing there will be an increased strain placed on the local roads causing traffic congestion. Construction traffic initially would be difficult to manage. The main road into Kings Langley is already a very busy road heading into the High Street. An increase in vehicles on the village roads when families move into the area will cause traffic chaos and have a negative affect on the surrounding areas. Although people could be encouraged to use public transport, this will place a strain on the local buses and train network. There are already many commuters using the train network from Kings Langley station. The question has to be asked how the likely increase in commuters would be managed.</p> <p>Green Belt Land - This land should be protected and enjoyed by the local community for families now and for future generations. Building on green belt areas will result in these fields being lost forever and will ruin this beautiful scenery.</p> <p>Schooling - There is already a strain placed on local primary and secondary schools. How are the local schools expected to cope with a village that has doubled in size and with an increased population are local children going to be able to get a place at already over subscribed schools.</p> <p>Doctors and hospitals - With an increased population what extra resources will be offered on already over stretched doctors surgeries and hospitals</p> <p>Wayside Farm - The building of up to 2000 houses and offices on Wayside farm and extending the south-west corner of the village would take away important Green Belt land. Above all, the infrastructure is not in place to cope with the strain that would undoubtedly be placed on an area already over stretched in terms of schooling, traffic congestion, doctors surgeries and hospitals. What was once a small village will be turned into a heavily populated and congested area. Wayside farm is a working dairy farm which offers a lot to the community</p>

	and provides the village with beautiful scenery and untouched green fields.
Include files	
Number	Question 46
ID	LPIO7972
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	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 DOCUMENT ATTACHED
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO7976
Full Name	Mr Gordon Yearwood
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Consideration has not been given for hospital facilities on a greenfield site, and excluding them from this plan would put us at a disadvantage in the future should the current political or NHS Trust position change. The Herts Valleys Clinical Commissioning Group commissioned a study in 2016 on "West Hertfordshire Hospital Trust Potential Redevelopment". This recommended part of the KL-h3 site as a preferred location for a more centrally located hospital for West Herts than Vicarage Road, Watford. The health infrastructure provision in Dacorum is not adequate and so part (7.5 to 10 hectares) of this 60 hectare KL-h3 site should be reserved for a potential new acute hospital.
Include files	
Number	Question 46
ID	LPIO8019
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	<p>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.</p> <p>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).</p> <p>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.</p> <p>other substantial and very relevant grounds for objection include:</p> <p>* 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;</p>

	<p>* 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;</p> <p>* 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.</p> <p>* 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;</p> <p>* 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.</p>
Include files	
Number	Question 46
ID	LPIO8020
Full Name	MS KATHRYN PACKHAM
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 father, now a retired builder used to be on the Parish council. When I spoke to him about the proposed new housing development in Markyate, his first reaction was, they're trying again are they?. As the same proposal was put forward and dismissed over fifteen years ago.</p> <p>His argument before came from a builders and common sense perspective, that the developers needed to build a pub, shops/amenities, a doctors surgery before any proposal should be accepted. The sewers would not be able to cope with such a large influx of people, so would therefore need modernising, at the time the developers allowed 1.2 car parking spaces , again his argument was that people don't have percentages of cars they have one or two ,or knowdays sometimes three cars, not to mention the additional chaos in the village that so many cars would bring.</p> <p>So what I am trying to say is that all those previous concerns are still there and even more so now. Our roads are in a state of gridlock to get out onto the A5 in the morning, not to mention the centre of the village with many cars heading towards Beachwood school.</p> <p>I personally find myself now in the situation of struggling to get my own toddler into the local school as we are near Shaws corner, and the 'as the crow flies' rule of nearest first means we are possibly in a tricky situation.</p> <p>I appreciate new housing needs to be provided, and Markyate is a lovely village, but without thought to providing extra facilities I can only conclude that the negatives far outweigh the positives,</p>
Include files	
Number	Question 46
ID	LPIO8022
Full Name	MS DENISE FLOWERS
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 grave concern at the proposed development of four green belt sites in and around Kings Langley and the effect that this will have on my village. I have been lucky enough to have lived in Kings Langley from the age of four, attending the nursery, primary and secondary schools and using the station to commute to London throughout my working life.</p> <p>My mother lives close to the primary school and 20 years ago this caused no disruption to her life. Now, everyone feels the need to drive their children to school which has resulted in terrible traffic problems in the surrounding area in the morning and mid-afternoon. Indeed it is so bad that my mother is unable to leave or return to her</p>

property by car at these times. Building additional housing without provision of additional schools will only exacerbate the problem.

Additionally with regards to cars, recent developments have only provided parking for one car per property (e.g. Red Lion Lane). These days, most households have two cars as a minimum, resulting in cars being parked in the most stupid of places causing danger to other motorists and pedestrians. My road already experiences problems with the students from the college parking throughout the day. Frequently dustbin lorries, ambulances, fire engines and delivery vehicles (as a result in the growth of online shopping) are unable to access the road.

There is a lack of parking in the village which should more properties be built will become more of an issue. Currently, with deliveries to local businesses and the parking spaces as they are in the High Street between the Rose and Crown and the junction with Langley Hill, traffic is often at a standstill.

There is a lack of public transport in the village with just one bus in either direction every half an hour (during the working day). Similarly, the train service with two trains per hour is insufficient (this reduces to just one train per hour on Saturday evenings and all day Sunday!). I have commuted to London for over 30 years and this has never changed despite the previous growth of the village (e.g. the Ovaltine development, Roman Gardens etc). When there are problems with the trains, those to Kings Langley (described by London Midland as a minor station) are the first to be suspended. We are forced to either wait at Euston until the service resumes or take trains/Metropolitan Line to Watford and pay for taxis for the rest of the journey. It is better to focus around towns that already have better public transport.

Fortunately I have never had need to get to Watford Hospital during the rush hour but I recently needed to go to Watford for a 9.30am meeting. I live at the Watford end of the village and despite leaving at 8.30am, I was 15 minutes late for my meeting.

Over the years I have been able to take advantage of the wonderful countryside surrounding the village, cycling, running and walking along the canal, across the fields and through the woods. With these proposed developments we will lose this and Kings Langley will become part of the urban sprawl. We need to keep Kings Langley as a village so that it doesn't lose its character and medieval history and simply become an amalgamation of Hemel and Watford

Building on green belt also affects wildlife and I would be so disappointed to no longer see kingfishers, herons and muntjac deer on my way to work. There are plenty

	<p>of brownfield sites which should be developed in the first instance. Dacorum should also follow the national planning policy framework which states that the green belt should serve the following purposes:</p> <ul style="list-style-type: none"> - check restricted sprawl of large built up areas; - prevent neighbouring towns merging into one another; - assist in safeguarding countryside from encroachment; - preserve setting and special character of historic towns. <p>Obviously I do not expect a personal response but I wish for my concerns to be added to the many of those already raised by my fellow residents.</p>
Include files	
Number	Question 46
ID	LPIO8024
Full Name	MR ROBERT FARRER
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 strong objection to plans for a massive increase in housing in Berkhamsted over the next decade.</p> <p>My objections are as follows:</p> <p>1) The bulk of the new homes would be on green belt land. If the notion of a 'green belt' is to be ignored in this way then there would be no limit to urban sprawl over our lovely countryside.</p> <p>3) If the development goes ahead, even in a diluted form, the new population will have few local jobs as Berkhamsted has little industry. This means that newcomers will be expected to commute to London for the sort of jobs with salaries sufficient to pay these new large mortgages. Alas, the morning trains are already full. Driving to London can take two hours or more.</p> <p>4) No doubt the investors (GUI) who have bought the land in south Berkhamsted will all be multi-millionaires if they can convert fields into houses, but I cannot see why we should suffer for their gain.</p> <p>5) The plan to build a new estate next to the railway in Northchurch on land less than 20 metres from the busiest railway in Europe, with trains passing at 140 mph every two minutes is certainly not 'sustainable' for the mental health of any victim forced to live there.</p> <p>In short, I see these plans as poorly thought-through attempts to make a quick fortune for a few developers.</p>

	<p>Berkhamsted has already agreed to a large expansion which is now being realised.</p> <p>If allowed, these massive additions will ruin Berkhamsted forever.</p>
Include files	
Number	Question 46
ID	LPIO8029
Full Name	A R MCVEY
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Whilst I agree that there is the need for more housing 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 to agree. Now we are being asked to approve a new plan having just agreed to an additional 500 houses in Tring. If the worse case scenario of the plan were to be implemented this would result in an increase of 60% in the size of Tring. This I believe would be a massive over development.</p> <p>My concerns are summarised below</p> <ol style="list-style-type: none"> 1 Housing – There is no doubt that some additional housing is required but not to the extent proposed in the plans. Any housing needs to be proportional, sustainable, in the right place and affordable for local families. 2 Over Development of Tring – some of the proposals seek to increase the size of Tring by over 50%. Tring is a small market town and a massive influx of people, on top of the already planned 500 housing, would change the character of the town. Block developments tend to be bad for towns, in terms of changing the character of a town. How have the number of additional housing needs been calculated? Where has this need been identified as coming from? The adverse affect of over development on the well being of the residents of Tring through over population should not be diminished or under estimated. 3 Roads – there is already gridlock in the High Street at certain times of day. There does not appear to be any thought as to whether the road system can cope with any further increase. There has been considerable expansion of Aylesbury and with planned housing in the soon to be decommissioned RAF Halton there is already pressure on the local roads. Who will plan and pay for any required changes? 4 Schools – there does not appear to have been any consideration as to the lack of school places within the town. The local primary schools are already

full, without taking into account the housing that is being built and the planned 250 odd houses at the top of the Icknield Way (LA5). The secondary school is already one of the largest in Hertfordshire. It was mentioned at the planning meeting in Tring that there is a recognised need for more school places within Tring and that if large scale development were to take place that a new secondary school would be required. However no site has been identified. This would undoubtedly change the character of the town as at present, with the one school, there is a sense of a common purpose and a generally truly comprehensive schooling system with the vast majority of the children in the town attending the one school.

- 5 Medical facilities – has any consideration been given to lack of doctors and where residents will be able to receive hospital treatment. With the expansion of Aylesbury, there is a lot of pressure on services at Stoke Mandeville and most people from Tring use this as it is more accessible than the alternative within Hertfordshire, being Watford Hospital, which at certain times of day takes a long time to get to.
- 6 Water and sewage - What consideration has been given to this in the plans? There are already great demands made on the available infrastructure with, I am told, water shortages at Tring Station where residents are being subject to restriction on supply.

Use of Greenbelt land – the Greenbelt was introduced for a reason; to be a barrier between built up areas and the countryside and to ensure that this was maintained. The reasons for its introduction are still relevant today and perhaps even more relevant with the stresses of modern life. Tring is set in the Chilterns, in an Area of Outstanding Natural Beauty, and surrounded by Greenbelt land

AONB - Tring currently borders an AONB and this plan would introduce buildings right up to the boundary of this area. There needs to be a buffer between the AONB and built up areas.

Parking – there is already considerable pressure on parking at certain times. Parking in roads near the town centre make traffic flow very congested. The parking at Tring station is inadequate for the volume of commuter cars, never mind those who wish to use off-peak trains. Additional housing would make all these problems worse.

Local jobs and services – there does not appear to be any thought as to providing local jobs and services for any proposed residents.

Liesure/community space – what provision is there being made to ensure that sufficient space is allocated for leisure and community pursuits?

Tring as a town is already short of open areas within the built up area and spaces for small industry to ensure the ongoing viability of the town.

The local plan just seems to have slot housing on the edge of the town with no regard for the character nor

	<p>infrastructure capabilities of the town. What considerations were given in the proposed allocation of land for housing? It appears that these areas have been chosen not to meet the towns needs but just because the current landowners have made them available</p> <p>I look forward to seeing a more realistic plan for Dacorum which takes into account these concerns.</p>
Include files	
Number	Question 46
ID	LPIO8031
Full Name	MS KATE BOLWELL 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 would like to support the plan for potential housing at Haslam Fields. I believe it will provide much needed housing to the town and surrounding area. Being so close to the A41 this location it will serve a much wider area than just Berkhamsted . It will be perfect for those working in the town and also the surrounding towns.</p>
Include files	
Number	Question 46
ID	LPIO8033
Full Name	MS CHRISTINE BIGGS
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 object to the building of 450 new homes on green belt sites in Bovingdon.</p> <p>I have lived in Bovingdon for 17 years and the traffic around the village has got much heavier in that time, so any new housing would very much exacerbate the problem.</p> <p>The village school is already full and the doctors and dentists are also working at full capacity.</p> <p>I also object to building on Green Belt land which conflicts with Dacorum's Core Strategy to "minimise impact on Green Belt and safeguard the countryside".</p>
Include files	

Number	Question 46
ID	LPIO8034
Full Name	CHRIS & JUDY NEWTON
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 appreciate new homes for todays population may be desirable. There seems to be a haste in spending from the public purse.</p> <p>I would raise the question is there a need for more dwellings in the area. My thoughts are is there a dire need to satisfy local industries by increasing the population in this area?</p> <p>Which leads on to the question how will this increase in population effect the movement of existing traffic. Would the plan allow for more/better public transport etc?</p> <p>If one was to say all the boxes would be tick then I would question. Can we afford to lose some good quality farming land? What is wrong with looking at the land used during the war and now left in derelict condition, and unfit for farming. I believe the was some thing like thirteen site around the Bovingdon use by the Military to support the airfield. There are are two behind Long Lane To my mind we still need to produce as much food as we can in this country!</p>
Include files	
Number	Question 46
ID	LPIO8036
Full Name	MS CAROLYN BRYANT
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Most of us choose to live in this village because that's what it was, a village. If we had wanted to live in a town then we would have bought elsewhere. The population of Bovingdon is at breaking point now. There have been no extra facilities or infrastructure to cope with the already over development of this village. We have had The Mount and housing for prison officers, lots and lots of new houses built where once there was only one and it has all led to the following problems. The school is completely full with no more room to expand, the doctors surgeries are under pressure from the population, the village High Street has become a no go area during certain times of the day and it will only be a matter of</p>

	<p>time before there is a terrible accident. One of the doctors surgeries runs alongside the one in Kings Langley where future development is planned therefore putting that one under even more stress than now.</p> <p>To even consider taking more land out of the Green Belt has an enormous effect on the village with regards to traffic congestion and pollution. Bovingdon is already struggling with this every Saturday and Bank Holiday when it becomes almost gridlocked with traffic to the market. Sometimes it is completely gridlocked where villagers give up completely and do not venture out. You cannot even logically consider increasing this village by another 25%, it really doesn't make sense. Added to that the already dire problems caused by having no A&E available to us other than to travel to Watford (horrendous during rush hour or match days) where the delay could be a life and death situation.</p> <p>We all appreciate that houses to have to be built to cater for a growing population but quality of life for residents of this village must be taken into consideration.</p>
Include files	
Number	Question 46
ID	LP108040
Full Name	MR P & MRS M EDNEY
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>No consideration has been made to other brownfield sites nearby namely Bovingdon airfield, it has the potential to accommodate a larger development (new village) within its own entirety, it has access from main roads without having to negotiate the existing village roads. A Bovingdon bypass could be incorporated all the way down to the A41.</p> <p>The general infrastructure of the village at present is at bursting point, the roads can barely cope with the amount of traffic now especially at certain times of the day (particularly the high street with its bottlenecks) but also other residential roads which become one way streets due to parked cars such as Green Lane where the majority of the proposed 450 new dwellings would be accessed from. Green Lane was never intended for so much traffic due to its width and there is no way that it could be widened. It would become an absolute nightmare.</p> <p>No account has been made in relation to traffic from new developments happening only three miles away on the east side of the Buckinghamshire town of Chesham this will greatly add to the traffic thoroughfare in Bovingdon.</p>

	<p>Indeed Bovingdon already has to cope with the rush hour traffic trying to avoid going through Hemel Hempstead. ("Rat run" to Watford) Box Lane and the Hempstead rd are subject to congestion at these times as well as Saturday Market traffic. No account has been made for increased pollution in our village. THE ROAD INFRASTRUCTURE IS TOTALLY INADEQUATE, to cope with the potential 500 vehicles or more from the proposed new dwellings plus many more from neighbouring towns & villages. The safety of existing residents should be paramount.</p> <p>No account has been taken of where are all these extra school age children will go to school, the existing school is overflowing now and has no available extra capacity or enough grounds to extend it adequately without concreting over its small playing field.</p> <p>No consideration has been give to other infrastructure such as health services - ie, a doctors practice that we already have to share with Kings Langley. Dentists, only one NHS, both of which can't take any more patients.</p>
Include files	
Number	Question 46
ID	LPIO8043
Full Name	mr adam fawzi
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 lodge an objection to the planned housing between Darrs Lane and Bell Lane in Berkhamsted.</p> <p>It will place to much pressure on the local infrastructure and will completely change the field, and views.</p>
Include files	
Number	Question 46
ID	LPIO8048
Full Name	Mrs Samantha Pilling
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here

In particular, I am specifically opposed to development of the following four Green Belt Sites: KL-h1, KL-h2, KL-h3 and HH-h3.

These objections are based on the following -

1 This is not sustainable development

According to Dacorum's LOCAL PLAN <http://www.dacorum.gov.uk/Planning/LocalPlan/2016-21>

Your point 6.2.8. states that "there is the capacity to provide around" 50 new homes in Kings Langley, some of which may have already been built from 2013 to 2016.

Then in your CORE STRATEGY DOCUMENT <http://www.dacorum.gov.uk/Planning/Strategy/2016-21> you aim to build 110 homes in Kings Langley (more than double you feel there is capacity for)

However, the proposed plans for KL-h1, KL-h2, KL-h3 and HH-h3 add up to more than 3,500 new homes. That's 70 times more than you, yourselves, have said our village has capacity for. By your own admissions, anywhere near this level of development is not sustainable and is way beyond capacity.

1 Environment Impact

Kings Langley sits in a valley and areas of the village are already flood plain (including one of the proposed sites Rectory Farm). If we start to concrete over vast areas of fields and woodland then we are creating further problems with soil and drainage. Simply visit Langley Hill on a rainy day and watch the water pouring down the hill onto the High Street. Again, drive down Watford Road when it rains and you'll see water pouring down from the High Street towards Mill Link Road.

Additional housing and cars will have a direct impact on air quality in the village (on warm days you can already see a smog around the M25 viaduct).

Building on Green Belt will have a direct impact on local wildlife with the loss of woodland and hedgerows. We get a range of wildlife on the outskirts of the village including foxes, badgers, rabbits, Red Kits, Buzzards, Bees, newts and frogs, etc. All of which we would lose.

1 Loss of an Historical Village

Kings Langley dates back to around 1050. The proposed development would mean our village is swallowed up by Watford on the one side, and Hemel on the other. We would love our individual village feel and community.

1 **Loss of local jobs**

Arguably, additional housing will be bought by commuters who leave the village by 7am and return after 7pm. We would become even more of a commuter town with only small percentage of our area using local shops and businesses. The growth of the village will kill local shops (we have a great range of local, independent shops on our High Street) - more traffic, more commuters, less community.

1 **Local Roads**

... Are at a standstill already between 6am and 9am and again from 4pm until about 7pm. We have three schools in the village so school run time is carnage as it is. Add hundreds or thousands of new houses and the roads just won't cope.

As we are the 'pointy end' of a triangle of roads (A4251 and A41) there is no room or scope to improve the roads. You would just be adding more and more cars and traffic to a system which is already over-burdened.

1 **Local Character**

Kings Langley is a village and we're proud of our status. We love our community, our high street, our local farms, Wayside Dairy Farm and Farm Shop (which is one of only two Jersey Dairy farms in the whole of Hertfordshire). Yes, it's busy, but we have an identity and the green spaces around us give us that sense that we are slightly separated from the big cities around us (Watford, Hemel, St Albans).

Building on our Green Belt Land will kill that. We will be merged with local towns. We will just become a through road to the next city.

It's our responsibility to protect our villages, character and community for future generations.

Please don't kill our village.

Decorum have said we can only sustain an additional 50 houses. Let's stop this ridiculous notion of hundreds or thousands more.

Include files	
Number	Question 46
ID	LP108049

Full Name	MS JUDITH ALLNUTT
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>600 already planned homes is more than the town's infrastructure can support.</p> <p>Berkhamsted have already built 34% more houses than the target. Hemel is 21% below the target. Hemel has better infrastructure and open green spaces in the town, wider roads and options for crossing the town. Berkhamsted in a steep valley cannot take any more homes.</p> <p>Berkhamsted traffic is already grim. Driving from Gravel Path to the top bypass exit at 8.15 am can take 20 mins. There are queues of cars above the Gravel Path Bridge and then down into Ravens Lane and into the High St. Congestion continues through Three Close Lane and up past Ashlyns School. Then at the roundabout the queues continue to the bypass. Traffic also queues along the bypass from Hemel to the exit and continues to queue all the way into the town.</p> <p>Parking is insufficient. Even canal fields is full on a Friday by 9.20. Any more households and cars will make Berkhamsted a very unpleasant place to live.</p> <p>I strongly request you do not build more than the already planned 600 houses.</p>
Include files	
Number	Question 46
ID	LP108053
Full Name	PATRICIA HUMBERSTONE
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 your paper above.</p> <ul style="list-style-type: none"> In particular as a Kings Langley resident, I am not in favour of options that would add hundreds of new homes to the village that will adversely impact the unique character of the village.

	<ul style="list-style-type: none"> • Building several hundred new homes in a village where the Council has itself identified housing capacity of only 50 homes would be perverse in the extreme. • It will put <u>further</u> pressure on the services and facilities in the village. In particular there would be further pressure on school places, the GP surgeries, traffic in the High Street and joining the M25, the railway station (it is already almost impossible to find a parking space in the extended station car park if you go after 10 am and the length of the train and of the platform has already doubled – 8 carriages rather than 4 - since I moved here). <p>At the end of the day, as far as towns are concerned , growth is a sure sign of success whereas for a village growth has a definite spoiling effect. So, expansion must be in the towns, not the villages.</p>
Include files	
Number	Question 46
ID	LPIO8054
Full Name	ELINOR MILES
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 strongly object against building on any green belt land in particular in Shendish and Kings Langley.</p> <p>This part of England is already extremely built-up and polluted. There needs to remain some green areas and fresh air. More building will lead to greater pressures on the facilities like schools, GP surgeries, shops etc.</p> <p>The number of cars on the road would increase (traffic is bad enough) which would make driving in an already busy area, be even more congested which could easily lead to more road rage and in turn stressed drivers. The extra fumes from cars/vans would increase pulmonary diseases and worsen existing ones; again putting further strain on the NHS. Extra people living here may need hospitalisation at some point - the hospital can barely cope as it is - A&E is already at a crippling point and doesn't need anymore people and houses/flats in an already densely populated area.</p> <p>I could go on about several other reasons why it is not the best to build on these areas. I am officially</p>

	registering my objection to Shendish and Kings Langley being built one.
Include files	
Number	Question 46
ID	LPIO8055
Full Name	CARLA 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>I'm emailing to object against building on the green belt land on Wayside Farm. This will ruin the beautiful village I have lived in for 30 years. This farm is a fantastic place for the community to go and enjoy.</p> <p>The village over the years has already got so busy. This will increase traffic and parking in the village and won't have the same feel.</p> <p>Green belt is protected land, surely this can't happen not only for ruining the land but for the family living and earning there income here.</p>
Include files	
Number	Question 46
ID	LPIO8056
Full Name	MR CHRIS MAXWELL
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 aware of proposals in the Dacorum Local Plan consultation to build thousands of new homes on Green Belt in and around the Parish.</p> <p>We are deeply concerned by these plans and would like to register our objection to them.</p> <p>As a very small village centre, holding an already considerable population, access to amenities in the area is already at capacity – traffic and parking are already a big challenge, and we struggle daily as we have no</p>

	<p>off-street parking and must find a space for our vehicle on the public roads every day. We have also, for example, had difficulty getting NHS GP appointments in the area due to demand on the service.</p> <p>The further plans for retail use (shopping centre) and industrial site (at Wayside farm) will bring yet more transient traffic in addition to the proposed thousands of extra residents – we object to this in the strongest terms.</p> <p>This also an area of natural beauty, blessed with some wonderful wildlife (one day last week I spotted both a heron and a kingfisher while walking to the rail station), and it would be very concerning to see further habitat destruction.</p>
Include files	
Number	Question 46
ID	LPIO8059
Full Name	Mr Dean Murray
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Kings Langley given its location of being sandwiched between Hemel Hempstead and Watford in the shadow of the M25 has managed to retain a village feel with it's green land along with a high street that unlike many other high streets is not swamped by the usual store chains but by local businesses with this only somewhat marred by traffic at times.</p> <p>The proposed sites (Shendish, Hill Farm, Rectory Farm & Wayside) if developed will not only destroy green belt land but essentially extend Hemel Hempstead to the M25 creating urban sprawl.</p> <p>The Dacorum Core Strategy proposals are also in addition to other brownfield sites such as the proposed Pinnacle development at the Home Park Industrial Estate and possibly more that I am unaware of but even with these the issues with road infrastructure & emergency hospital access are still a concern to me.</p> <p>Already I would say that the road infrastructure in and around Kings Langley is poor at times, often tailbacks to and from the Red Lion Pub to Apsley Station in the evenings for no other reason than volume of traffic. I understand that any infrastructure expansions are not part of any plans at conception.</p> <p>Another serious issue I see with the over expansion of Kings Langley is the lack of NHS cover, Hemel Hempstead hospital appears to be a shell of the hospital it once was with no Accident & Emergency unit and a downgraded Urgent Care Centre which is not 24 hours.</p>

	<p>School places which already appear to be hard to come by will only become worse.</p> <p>I will also end by saying that I see no evidence from the council to suggest that the amount of development proposed for Kings Langley is required.</p>
Include files	
Number	Question 46
ID	LPIO8060
Full Name	MR GABRIEL THACKER
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 want to offer my true concern for the plans that are currently being considered for the area of Tring. This very small market town already struggles with the increase of residents that have been added to its numbers over the years. Noticeably, Tring station itself cannot cope with the influx of footfall and residents are affected by this on a daily basis. It seems to me that no thought has been given to this. One only needs to visit the high street and railway station to get an idea. The infrastructure is simply not there and in an area of outstanding natural beauty, for which may visitors from a far come to visit, it is a disgrace that Greenbelt land is even being considered. The way the governments are moving on this matter in a number of years, there will not be much open spaces at all.</p> <p>An allocation of houses should be placed by Cheddington and the train service should be improved to take the burden from Tring station. There are many residents from this area that flock to Tring station due to a non regular service there. There is also land around Cow roast and the A41 which should be considered.</p>
Include files	
Number	Question 46
ID	LPIO8062
Full Name	Mr Michael Youngman
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The Green Belt system was specifically designed to prevent the type of urban sprawl that is now being proposed in the 4 sites around Kings Langley. Please

	honour the ethos of Green Belts and confine any developments to Brownfield sites. I object to any developments on Green Belt land.
Include files	
Number	Question 46
ID	LPIO8063
Full Name	MR MARK ADAMS
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>1) The proposed approach does not focus sufficiently on Hemel Hempstead.</p> <p>The scattered developments across the borough that we have seen in recent years have not been accompanied by adequate increases in infrastructure capacity. The benefits of the CIL are diluted to almost nil by such an approach. In particular we are left with a road system within settlements which is not improved, so that all its pinch-points become gridlocked. Focussing on a few large developments, with their own key services, will make the most of the pooled CIL and the Council's own funding.</p> <p>Furthermore, Hemel Hempstead is most in need of regeneration, and is the most appropriate site for the high-rise developments which will make it easier to reach housing targets.</p> <p>2) The proposed approach does not reflect Berkhamsted's unique disadvantages for development.</p> <p>Berkhamsted is a valley town. Services are concentrated at the bottom and the roads around the schools, shops, supermarket and station are already gridlocked regularly. Parking in the valley is inadequate and there is no room to expand it sufficiently. On the other hand, the land available for development is largely at the top of the valley, and the fragmented developments proposed there cannot include all the services which bring people to the bottom of the valley. The hills involved mean that only the youngest and fittest will walk or cycle. In conclusion, any further developments in the town will add to the gridlock in the centre.</p>
Include files	
Number	Question 46
ID	LPIO8071
Full Name	Pauline Boshier

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I strongly object to the planning option for Bovingdon. There is already overcrowding in the village, the parking situation is appalling, and new education, medical and dental facilities are needed desperately
Include files	
Number	Question 46
ID	LPIO8072
Full Name	Pauline Boshier
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	To suggest that green belt land should be taken and lost for ever is not acceptable when the housing crisis can be saved, for a time at least, by building the extra housing in the already developed Hemel Hempstead sites where it can cater for the extra infrastructure necessary for the added population.
Include files	
Number	Question 46
ID	LPIO8073
Full Name	Lynda Clarke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I feel that Berkhamsted is already at capacity and over recent years has had a lot of high end development leaving our local services stretched to capacity, compromising the character of a historic market town whilst still providing little affordable housing to allow our young families to stay within the borough. Built in a valley, Berkhamsted's geography does not lend itself to much more building without devastating what gives the town its character and sustainability. Similar arguments probably apply to Tring and the surrounding small towns and villages.

Include files	
Number	Question 46
ID	LPIO8074
Full Name	Lynda Clarke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Whereas, Hemel Hempstead, as a well designed but fading new town with good infrastructure and potential is far better suited to greater development which in turn could drive its prosperity making it the dynamic centre to the borough. (It would be important to protect much of the green space that separates and characterises each neighbourhood area.)
Include files	
Number	Question 46
ID	LPIO8077
Full Name	Jonathan Paul Rogers
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 following up from my brother in laws email below & completely agree and object to the Development proposal in Tring especially the Tr-h5 proposal. Please count this email towards the objection.</p> <p>I write to you to formally object and express my dismay at the proposal to develop green belt land for industrial/commercial/residential use in Tring. The site in particular I reference is the 12 acres of Dunsley Farm (site Tr-h5). Any development here would have a massively detrimental impact on our local environment and to our community living conditions. Additional housing is in stark need nationwide there's no doubt about that, but to build additional housing in a village where it's nigh on impossible to see a GP, where the schools are already bursting at the seams and in a village where there no hospital and out of hours NHS support is just not viable.</p> <p>Another petrol station and another supermarket are simply not needed in Tring. There are ample fuel stations in and around Tring, not least the Shell garage under a mile away from the proposed site. With a Tesco</p>

	<p>supermarket opposite Dunsley Farm there is no need nor demand for more.</p> <p>The noise and pollution generated from daily HGV's in and out of the current Tesco are already enough!</p> <p>London Road into and out of Tring is very congested with local traffic. I live on this road and already suffer the aforementioned heavy goods vehicles, as well as taxis and local traffic running past my property. Anew development will only exacerbate the congestion, noise and pollution into the village.</p> <p>We live in an area of outstanding natural beauty. When the village was transformed by the Rothschilds at the turn of the century, it was no mistake the train station was built miles from the village centre.</p> <p>They (as we) want to keep the village as a community for its residents keeping the harmony of surroundings whilst not overburdening the local services. As a semi rural heart, where nature has the breathing space offered and protected by the great green belt land.</p> <p>Not as a commercial hub for needless warehouses, increasing a populous without the amenities to properly service them and adding another unneeded fuel station and supermarket.</p> <p>We do not need more urban sprawl on green belt land. Land that in fact has been overwhelmingly rejected for development in the past.</p> <p>I would like to be kept fully informed of any further information and development. Please let me know where I can get new information on this proposal.</p>
Include files	
Number	Question 46
ID	LPIO8079
Full Name	Fiona 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 write to you to formally object to the proposal to develop green belt land for industrial/commercial/residential use in Tring, in particular I reference the 12 acres of Dunsley Farm (site Tr-h5).</p> <p>Any development here would have a massively detrimental impact on our local environment and to our community living conditions.</p> <p>Additional housing is certainly in need nationwide, but it would be irresponsible to build additional housing in a village where infrastructure such as GP, schools and hospital and out of hours NHS support is unavailable to existing residents.</p> <p>Another petrol station and another supermarket are simply not needed in Tring. There are ample fuel stations in and around Tring, not least the Shell garage under a</p>

	<p>mile away from the proposed site! The existing Tesco supermarket opposite Dunsley Farm provides the community with what it needs and there is no need nor demand for more. To build another supermarket would negatively affect the regular local markets and businesses.</p> <p>Tring is an area of outstanding natural beauty with an unusual breadth of wildlife. When the village was transformed by the Rothschilds, it was with purpose that the train station was built miles from the village centre to preserve its rural setting.</p> <p>London Road & Cow Lane are already heavily congested, particularly in mornings, with heavy goods vehicles and local traffic. A new development will only exacerbate the congestion, noise and pollution into the village. It will greatly affect the Kite population and other wildlife which thrive in this area.</p> <p>I truly struggle to see what benefit this proposal has other than on unnecessary commercialism.</p> <p>I would like to be kept fully informed of any further information and development. Please let me know where I can get new information on this proposal</p>
Include files	
Number	Question 46
ID	LP108081
Full Name	Russell 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 write to you to formally object and express my dismay at the proposal to develop green belt land for industrial/commercial/residential use in Tring.</p> <p>The site in particular I reference is the 12 acres of Dunsley Farm (site Tr-h5).</p> <p>Any development here would have a massively detrimental impact on our local environment and to our community living conditions.</p> <p>Additional housing is in stark need nationwide there's no doubt about that, but to build additional housing in a village where it's nigh on impossible to see a GP, where the schools are already bursting at the seams and in a village where there no hospital and out of hours NHS support is just not viable.</p> <p>Another petrol station and another supermarket are simply not needed in Tring. There are ample fuel stations in and around Tring, not least the Shell garage under a mile away from the proposed site. With a Tesco supermarket opposite Dunsley Farm there is no need nor demand for more.</p> <p>The noise and pollution generated from daily HGV's in and out of the current Tesco are already enough!</p>

	<p>London Road into and out of Tring is very congested with local traffic. I live on this road and already suffer the aforementioned heavy goods vehicles, as well as taxis and local traffic running past my property. A new development will only exacerbate the congestion, noise and pollution into the village.</p> <p>We live in an area of outstanding natural beauty. When the village was transformed by the Rothschilds at the turn of the century, it was no mistake the train station was built miles from the village centre.</p> <p>They (as we) want to keep the village as a community for its residents keeping the harmony of surroundings whilst not overburdening the local services. As a semi rural heart, where nature has the breathing space offered and protected by the great green belt land.</p> <p>Not as a commercial hub for needless warehouses, increasing a populous without the amenities to properly service them and adding another unneeded fuel station and supermarket.</p> <p>We do not need more urban sprawl on green belt land. Land that in fact has been overwhelmingly rejected for development in the past.</p> <p>I would like to be kept fully informed of any further information and development. Please let me know where I can get new information on this proposal.</p>
Include files	
Number	Question 46
ID	LPIO8083
Full Name	Holly 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 write to you to formally object and express my dismay at the proposal to develop green belt land for industrial/commercial/residential use in Tring. The site in particular I reference is the 12 acres of Dunsley Farm (site Tr-h5).</p> <p>Any development here would have a massively detrimental impact on our local environment and to our community living conditions.</p> <p>Additional housing is in stark need nationwide there's no doubt about that, but to build additional housing in a village where it's nigh on impossible to see a GP, where the schools are already bursting at the seams and in a village where there no hospital and out of hours NHS support is just not viable.</p> <p>Another petrol station and another supermarket are simply not needed in Tring. There are ample fuel stations in and around Tring, not least the Shell garage under a mile away from the proposed site. With a Tesco</p>

	<p>supermarket opposite Dunsley Farm there is no need nor demand for more.</p> <p>The noise and pollution generated from daily HGV's in and out of the current Tesco are already enough! London Road into and out of Tring is very congested with local traffic. I live on this road and already suffer the aforementioned heavy goods vehicles, as well as taxis and local traffic running past my property. Anew development will only exacerbate the congestion, noise and pollution into the village.</p> <p>We live in an area of outstanding natural beauty. When the village was transformed by the Rothschilds at the turn of the century, it was no mistake the train station was built miles from the village centre.</p> <p>They (as we) want to keep the village as a community for its residents keeping the harmony of surroundings whilst not overburdening the local services. As a semi rural heart, where nature has the breathing space offered and protected by the great green belt land.</p> <p>Not as a commercial hub for needless warehouses, increasing a populous without the amenities to properly service them and adding another unneeded fuel station and supermarket.</p> <p>We do not need more urban sprawl on green belt land. Land that in fact has been overwhelmingly rejected for development in the past.</p>
Include files	
Number	Question 46
ID	LPIO8086
Full Name	Mark & Anita Hutchings
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Furthermore the report fails to mention that an area of the identified site (within the areas identified on the map on page 25) in the south eastern corner, is currently subject to a review by the parish council as an area of special environmental/ecological importance, with planning restrictions in place. Notices to this effect have been placed on the access points to the site in question. Why has this not been considered in the document?</p>
Include files	
Number	Question 46
ID	LPIO8087
Full Name	MR RICHARD READ
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 object to the building plans mentioned on sites referenced Tr-h5, h1 and h4.</p> <p>Firstly parking in Tring and at the train station is difficult enough without greatly increasing this problem.</p> <p>The present traffic on the High street is continuously causing the road to collapse as well as being jammed with lorries stopping to unload and with the number of buses trying to pass each other on the High street.</p> <p>Secondly are all the infant, junior and the High schools being expanded in structural size, with increased number of teachers Before the sale of these houses?</p> <p>Thirdly the present Industrial sit on Icknield Way could be expanded with quicker and safer access to the A41. Whereas the double round about at the end of London road has had plenty of accidents and deaths; motor cyclists, the need for a second Industrial site is definitely surplus to requirement and would cause more if not worse accidents.</p> <p>Finally 250 plus Tring High school students walk over to Tesco every day from 12:30 to 2:00 for lunch increasing the risk of being involved in a traffic accident on London road if traffic increases on this road.</p>
Include files	
Number	Question 46
ID	LPIO8088
Full Name	Mark & Anita Hutchings
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 area / Parish cannot deal with the increase in traffic, demand for specialist services(doctor's, dentist's, school places hospital beds etc), that large scale developments of this nature would impose.</p> <p>The local infrastructure (roads trains buses etc) are totally overloaded as it is and for example Rucklers lane / Shendish access cannot handle anymore traffic.</p> <p>We need to protect the Green Belt areas for the enjoyment of all. We cannot allow the coalescence of local villages to turn everywhere into a suburb of one town - Hemel.</p>

Kings Langley village has a character all its own and the proposed Development of the Green Belt surrounding it would destroy this character and it being a very special place to live.

My general objections to the proposed developments are based on historic evidence of the lack of consideration of the impact on the local environment from recent housing developments. These are particularly evident from:

- The opening of housing at Apsley lock on the corner of Red Lion lane and Lower Road around the Water Mill House Care Home site. Since these houses were opened Red Lion lane is now fully occupied with parked vehicles of the residents, blocking the curb and providing an obstruction to passing traffic. Obviously the planning that was completed to determine the number of cars that new residents would use was inadequate, and now access to the Grand Union canal for recreational purposes is impossible by car, and local traffic using Red Lion lane is congested from the width restrictions. In addition, pedestrians are unable to safely navigate the pavement because of vehicles blocking the route. This sort of issue surrounds new development

The lower part of Rucklers Lane is already subject to full parking on both sides of the road by residents, resulting in a single lane traffic flow between the two rows of parked cars. This already means congestion for traffic entering Rucklers Lane when the traffic lights are red, holding cars wishing to leave the lane in place down the length of the road and tail backs onto the main road as cars queue to access Rucklers Lane

- The single lane of traffic results in regular congestion of vehicles trying to pass each other, through the narrow gap, and has seen a number of traffic incidents and accidents as a result of this. The most recent was in October 2017 resulting in serious injury to those involved.

· The junction with Hempstead Road (managed by traffic lights) is regularly congested and any increase in traffic into the lane would further compound this. With the junction structure as it is, any potential to develop the junction would be limited in space by the railway bridge which spans the junction

Include files	
Number	Question 46
ID	LPIO8090
Full Name	MR DAVID GALE
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here

Of the various options offered I would say that **option 2B - to have greater focus at Hemel Hempstead** is the best option for delivering the growth needs of the borough.

Hemel Hempstead is an established town which has good access to major roads and mainline rail systems, several schools and GP practices and a reasonably sized shopping centre. All of which are an incentive for people to want to live in this area if affordable housing were available in the town. There are several areas in the outskirts of the town that could accommodate housing estates without infringing on Green Belt.

With specific regard to my own village Bovingdon:

There is already an existing plan for 90 homes which will already impact on the infrastructure and facilities in the village and I strongly feel that any further increase in the population of the village will have a serious negative impact on both individual residents and the community as a whole.

On the list of key sites assessed in the draft Schedule of Sites Appraisal document

There are 4 proposed sites for development - all of which are Green Belt 'protected'

Bov-h1

Bov-h2

Bov-h3

Bov-h4

Of the four sites, development of Bov-h1 would have marginally less disruptive repercussions for traffic flow and residents of the village.

Bov-h4 would cause traffic problems with cars trying to enter Box Lane at the junction of the High Street.

The two sites Bov-h2 and Bov-h3 along Green Lane would have catastrophic repercussions on the residents of that road. There are approximately 110 houses at present and this number would increase to over 300 if these developments took place. The infrastructure could not cope, the traffic movement would be seriously restricted and the drainage and sewerage systems would totally fail. Green Lane is already a problem traffic area as trying to turn out into the High Street or Chipperfield Road can be very difficult at peak times such as rush hour, school start and finish times, Saturdays due to the huge increase of volume of traffic coming to Bovingdon Market and weekends when the Tennis and football clubs have fixtures.

Bovingdon Academy is already fully subscribed so there are no school places available for another 200 families in Green Lane alone. We already have to wait for an appointment to see the GP or dentist so an increase in numbers would be potentially dangerous to residents well being.

Bovingdon village already suffers from pollution due to being a stacking zone for Heathrow airport so an

	<p>increase in car numbers would increase pollution even more and be a serious hazard to residents.</p> <p>We should not be using Green Belt land for building when many other sites are available in the borough.</p>
Include files	
Number	Question 46
ID	LPIO8092
Full Name	Victoria O'Dea
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 strongly object to this due the additional strain on the area. The infrastructure cannot cope. Schools, roads etc. Also this is supposed to be Green belt land and the farms ar historic and of local significance and importance</p>
Include files	
Number	Question 46
ID	LPIO8094
Full Name	Mrs Valerie Gale
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Of the various options offered I would say that option 2B - to have greater focus at Hemel Hempstead is the best option for delivering the growth needs of the borough.</p> <p>Hemel Hempstead is an established town which has good access to major roads and mainline rail systems, several schools and GP practices and a reasonably sized shopping centre. All of which are an incentive for people to want to live in this area if affordable housing were available in the town. There are several areas in the outskirts of the town that could accommodate housing estates without infringing on Green Belt. With specific regard to my own village Bovingdon:</p> <p>There is already an existing plan for 90 homes which will already impact on the infrastructure and facilities in the village and I strongly feel that any further increase in the population of the village will have a serious</p>

	<p>negative impact on both individual residents and the community as a whole.</p> <p>On the list of key sites assessed in the draft Schedule of Sites Appraisal document</p> <p>There are 4 proposed sites for development - all of which are Green Belt 'protected'</p> <p>Bov-h1</p> <p>Bov-h2</p> <p>Bov-h3</p> <p>Bov-h4</p> <p>Of the four sites, development of Bov-h1 would have marginally less disruptive repercussions for traffic flow and residents of the village.</p> <p>Bov-h4 would cause traffic problems with cars trying to enter Box Lane at the junction of the High Street.</p> <p>The two sites Bov-h2 and Bov-h3 along Green Lane would have catastrophic repercussions on the residents of that road. There are approximately 110 houses at present and this number would increase to over 300 if these developments took place. The infrastructure could not cope, the traffic movement would be seriously restricted and the drainage and sewerage systems would totally fail. Green Lane is already a problem traffic area as trying to turn out into the High Street or Chipperfield Road can be very difficult at peak times such as rush hour, school start and finish times, Saturdays due to the huge increase of volume of traffic coming to Bovingdon Market and weekends when the Tennis and football clubs have fixtures.</p> <p>Bovingdon Academy is already fully subscribed so there are no school places available for another 200 families in Green Lane alone. We already have to wait for an appointment to see the GP or dentist so an increase in numbers would be potentially dangerous to residents well being.</p> <p>Bovingdon village already suffers from pollution due to being a stacking zone for Heathrow airport so an increase in car numbers would increase pollution even more and be a serious hazard to residents.</p> <p>We should not be using Green Belt land for building when many other sites are available in the borough.</p>
Include files	
Number	Question 46
ID	LPIO8095
Full Name	Alex 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>I am concerned about the additional building of houses at Berkhamsted for the following reasons:</p> <ul style="list-style-type: none"> • Local infrastructure is already overcrowded. Traffic is channelled through two main routes on the south side of the town (High Steet, Kings Road and Kingsway, Shootersway). Most commuters drive and the geography of the town does not support walking/cycling. • I commute by bicycle to the station via Kings Road. It has become increasingly hazardous in the last 10 years as traffic volumes have increased. This reflects the challenges of getting people to cycle in the town. • Shootersway is already busy and but now even faster with the new traffic light system at Kings Road. It is hazardous walking young children to school as the road and pavement is too narrow between Kings Road and Cross Oak. • Additional housing will put even more pressure on parking spaces in the town which is congested at weekends. • Additional dormitory housing will undermine the character of the town. The concept of local shopping centres is a flawed one as there is a lack of scale to support them
Include files	
Number	Question 46
ID	LP108101
Full Name	Julie Beshaw
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 development of the proposed Shendish Manor and 3 farm sites is in my opinion contrary to the guidance on the purpose of the green belt, namely:-</p> <p>Green Belt serves five purposes:</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas • to prevent neighbouring towns merging into one another • to assist in safeguarding the countryside from encroachment • to preserve the setting and special character of historic towns • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land <p>The greenfield sites proposed ignore this completely and will lead to an unacceptable coalescence of distinctly separate areas.</p>

	<p>Furthermore, the current infrastructure cannot cope with existing levels of people using it. This includes road, rail, hospitals, schools and doctors surgeries.</p> <p>Please reconsider these proposals and bring forward a sustainable proposal to achieve the needs of the area.</p>
Include files	
Number	Question 46
ID	LPIO8105
Full Name	MRS MARY THOMSON
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>5. Your draft plan is incorrect in linking Shendish within Hemel Hempstead. It is legally within the parish of Kings Langley and must be considered as such</p> <p>6. Re Question 46, my objections to Site HH-3 Shendish being removed from the Green Belt to provide housing <u>under any of the Options are:</u></p> <p>(a) Previous decline by the Planning Inspector - although some years ago the reasons are still valid and relevant, indeed more so</p> <p>(b) The historic environment and setting of Shendish including listed buildings, locally registered parks and gardens, and area of archaeological interest</p> <p>(c) I find it amazing that DBC would consider prejudicing the leisure, recreational and green benefits of the site on the doorstep of a recent massive increase of housing in south Hemel Hempstead. The adverse visual impact would be damning to the thousands of Hemel residents on the north side of the Gade Valley</p> <p>(d) Current site access is totally unsatisfactory, and appears impracticable of being improved by virtue of the height of the adjacent railway line, narrowness and congestion of Rucklers Lane, the A4251 traffic flow, and the Red Lion unsatisfactory junction</p> <p>(e) Even DBC's recent analysis of Green Belt sites appears to conclude that Shendish is not appropriate for a neighbourhood development</p> <p>(f) South Hemel has been, and continues to be, subject to massive new housing build over recent years, which in conjunction with its retail outlets has attracted high traffic volumes and congestion. To increase this by further major housing in the same area would be unsustainable</p> <p>(g) Building on Shendish would coalesce Hemel hemstead with Rucklers Lane and the wider Kings Langley village. I understand this is against policy</p> <p>(h) The Shendish Manor Hotel leisure centre and hotel extension, which has just been given planning permission, will itself lead to more traffic to and from the site</p> <p>(i) Therefore Site HH-3 Shendish (golf course <u>and</u> farmland) is unsustainable for housing development,</p>

	and I urge DBC to justifiably preserve it as Green Belt - it is not as if it is being put to no use at present.
Include files	
Number	Question 46
ID	LPIO8106
Full Name	Tom Stuart-Smith
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I write to object to the proposed expansion of Kings Langley on land between the village and the M25. It will cause unacceptable congestion, unacceptable loss of amenity for the residents of Kings Lagley and will mean the loss of a thriving small farm. Charlie Wray has farmed this land for most of his life and my parents (and now my sister) have always given him 15 acres of grazing at Serge Hill for his young animals. It would be a great sadness if this surviving dairy farm, that means so much to so many people in this densely populated place was to be lost. For many of us its the last semblance of Working Countryside that we experience in our daily life and for this it is remarkably precious. I know that his son wishes to continue the business and this would be made impossible if the proposed housing was to go ahead in the form suggested.
Include files	
Number	Question 46
ID	LPIO8107
Full Name	MS ZOE RAYNSFORD
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I wish to object to the proposal plans to develop on four green belt sites and would request if these proceed that only option 1A proceeds. I live within close facinity to Wayside Farm. We can hear the animals from our house. We use the farm and the pathways for our local walks with our two young children who love to look over the fields at the animals and especially the cows. We often teach and explain to the children how the cow's come to make the milk for local people. Charlie who owns the

	<p>farm is a kind and loyal person who ensures we are safe to walk through the pathway's across the fields and farm.</p> <p>I myself am a keen runner and running across these fields is a delight - to have this taken away and lose the green beautiful views and fields would be heartbreaking.</p> <p>The traffic on the Watford Road from 6.30am every day to leave the village and gain access to the A41 or the M25 is already surely at a peak. The village comes to a complete stand still and cannot cope at the moment with the amount of traffic, let alone with the proposals which would only increase this. There are only two ways in and out of the village - without flooding the smaller local lanes. I am very unsure how losing our beautiful Wayside farm in replace of houses, how the village will copy with increase in traffic. In summary, it won't.</p> <p>I trust and truly hope these comments will be taken into account.</p>
Include files	
Number	Question 46
ID	LPIO8114
Full Name	Mr John Ebdon
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-h1b should be eliminated from consideration and the agricultural aspect of the northern approach to Hemel Hempstead preserved.
Include files	
Number	Question 46
ID	LPIO8115
Full Name	Paul Gallagher
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Reasons for this are:</p> <p>-Your own Dacorum Local Plan states that Kings Langley only has the capacity for 50 house to be built.</p>

	<p>-Wayside Farm is one of only two working dairy farms in Hertfordshire. It is an excellent resource in the village.</p> <p>-I strongly object to the loss of greenbelt land, especially at Wayside Farm.</p> <p>-Transport links to and from the village of Kings Langley are already at breaking point. Rail routes are at capacity as are the roads.</p> <p>-Schools in the village are over-subscribed.</p> <p>-Parking in and around the village is already ridiculous.</p> <p>-Any development on this scale would ruin an important historic village. It would no longer be considered a village and would amalgamate with Hemel Hempstead and Watford</p>
Include files	
Number	Question 46
ID	LPIO8116
Full Name	Mrs Raeeka Yassaie
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 view that we should choose option 1B in order to limit the building to the extra 600 houses already planned.</p> <p>Berkhamsted has already got 34% more houses than the target already build - 10 years of houses built in first 5 years of current plan.</p> <p>As an expectant mother, I am very concerned that pushing the town beyond option 1B will lead to us not having the infrastructure to support the extra residents. I am aware that the head masters of local schools are already extremely worried about where these extra children will go and the rest of our infrastructure will suffer too.</p> <p>Anything other than option 1B will be damaging to existing and potential new residents of the town. In my mind any other option is unacceptable</p>
Include files	
Number	Question 46
ID	LPIO8119
Full Name	MR D HOBSON
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 resident of Bovingdon I wish to register a strongy objection to the proposed dramatic increase of 350 extra houses to be built in the village on Green Belt land. as follows:</p> <p>OVERVIEW; Bovingdon's infrastructure is already over stretched and therefore should not be expected to cope with additional usage that would result from an increase in population. The character of the village will be severely damaged by such action. Additional housing and therefore population will increase the need to travel outside the village for schooling, medical and employment. The B4505 is already the busiest B road in the county.</p> <p>SPECIFICALLY:</p> <ul style="list-style-type: none"> • The High Street is already extremely busy with inadequate parking even more so when the Coop delivery lorry arrives. The extra 350 houses can be expected to increase the traffic density of the local roads by conservatively 25%. An untenable level. • Green Lane is already a rat run to avoid congestion in the High Street, especially during rush hour, when negotiating park vehicles to give-way to oncoming vehicles. Sites Bov-1, 2 & 3 will generate even more traffic along this road with a corresponding increase in vehicle emissions impacting resident's health and safety and congestion. To implement one-way roads and yellow lines will constitute a change to the character of the village. • The village Green is a quiet, tranquil environment. The population of Bov-h1 will exploit the convenience of the Green and change its character by using it as a play area with the accompanying noise, and, to walk their dogs increasing the dog mess and corresponding health risk. The planned play areas on site will not suffice as experienced on the Moody Estate and neither will any dog mess signs. Also the extra traffic passing along adjacent roads will increase noise and generate extra pollution • The school is full without any opportunity to expand. The extra population will need to travel elsewhere for primary, junior and senior schooling putting further strain and pollution on the local roads and congestion along Box Lane • Flooding is still a problem. These building sites will concrete over land that can absorb rain water thereby increasing the likelihood of more frequent and damaging floods. • The B4505 is already the busiest B road in the county with traffic queues regularly back to Bury Rise and even Bushfield Road made even worse when the two traffic light sequences are miss managed by Herts Highways. • The Tesco shop at the Half-Way House cross road will encourage parking along Chesham Road

	<p>creating even more congestion and pollution locally along with Hempstead Road and Box Lane from the extra traffic volumes.</p> <ul style="list-style-type: none"> • There are insignificant employment opportunities in the village. The extra population will therefore need to seek work elsewhere which will increase the traffic volumes and congestion on the B4505. • Existing traffic congestion along Box Lane from the traffic lights can severely restrict the response of the emergency services. Even more traffic resulting from the sites will increase this and further endanger village residents. • .Whilst building Bov-h2 and -h3 Green Lane and High Street will experience many large delivery lorries along with prospective purchasers. These roads were not designed to handle such volumes and their local residents should not be expected to cope with such a negative impact on their well being and safety. • .Medical centres are already struggling to meet the needs of existing residents increasing the need for new arrivals to travel away from the village. <p style="text-align: center;">IN GENERAL:</p> <ul style="list-style-type: none"> • Any development finally selected that substantially increases the population of the Borough, as currently proposed, must be conditional on the full opening of Hemel Hempstead Hospital including A&E, and financed by the developers. • No development on the Green Belt must be allowed as it will establish a precedent in future planning applications. • The Prime Minister has assured Parliament that building in the Green Belt will not be allowed. The Council should seek further clarification on this commitment before proceeding further. <p>I understand from Borough Councillors that sufficient approved planning applications already exist which will satisfy the current demands to 2035</p>
Include files	
Number	Question 46
ID	LPIO8120
Full Name	E Hobson
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 object to the proposed building in the subject Plan of 350 extra dwellings on Green Belt land in the village of Bovingdon.</p> <p>As a resident of Bovingdon since 1977 I have happily enjoyed all the aspects of village life which included a good school (now full to overflowing), walking to the</p>

	<p>centre which has now become a perilous exercise due to the dangerous parking and driving in the High Street.</p> <p>Over the years the village has seen The Mount Prison, small housing developments popping up here and there, plus the Market on the airfield with all that extra pressure they make on the infrastructure. Roads in and out of Bovingdon are regularly at a standstill.</p> <p>How then can the village responsibly support yet more housing which will result in more people using the already strained infrastructure.</p>
Include files	
Number	Question 46
ID	LPIO8122
Full Name	MR PETER CRACKNELL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Thanks for the opportunity to comment on the Local Plan.</p> <p>I don't wish to bore you with reams of paper covered in objections, but there are a few clear mistakes in the strategy which should be addressed.</p> <p>In brief therefore, the amount of building in Berkhamsted (expressed as a percentage increase) that has already been fulfilled is more than all the other towns have managed; Hemel Hempstead in particular seems to have failed to keep up with agreed requirements. To consider growth in Berkhamsted beyond what is already in the pipeline is therefore not fair or sensible</p>
Include files	
Number	Question 46
ID	LPIO8123
Full Name	Betty DeLuca
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>There is a need to protect greenbelt land otherwise there is over development of a character village with a conservation area in the centre. Bovingdon is mainly built on clay which has caused flooding in the past and will continue to do so in the future .</p> <p>Infrastructure does not support expansion i e High Street ,Green Lane where there is a blind turning coming out</p>

	<p>of Homefield if property was built on that site .You cannot drive up Homefield in snow or bad conditions due to gradient of road .</p> <p>Bovingdon only has B roads which become congested due to Prison and market ,people do have to use their own transport as employment in the village is only in the shops ,there is no large industrial site for jobs .</p> <p>Oversubscribed primary school ,no secondary education Increase on N H S services ,especially with the new Mc Carthy and Stone building being erected.</p>
Include files	
Number	Question 46
ID	LPIO8126
Full Name	Peter Pearce
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 object strongly to the inclusion of the land you refer to as Tr-h5 Dunsley Farm Tring.</p> <p>Building on this site would ruin the beautiful and scenic approach to what is arguably one of the most attractive market towns in the county.</p> <p>As for the consequent increased traffic, noise, congestion, parking problems etc. in the town etc. one can only imagine the awfulness.</p> <p>Please do not allow this to happen.</p>
Include files	
Number	Question 46
ID	LPIO8128
Full Name	Jacqueline Wells
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish (site ref HH-h3) is part of Kings Langley and should not be included in any development proposals for Hemel Hempstead.</p> <p>Kings Langley should not be considered part of the Dacorum Borough Council's Plan for the following reasons</p> <ul style="list-style-type: none"> • Kings Langley is important historically and would lose its character. People live here because they

	<p>enjoy village life and do not want Kings Langley to become part of Hemel Hempstead or Watford.</p> <ul style="list-style-type: none"> The centre of the village often cannot cope with the volume of traffic, which would become much greater. People may die because emergency vehicles cannot reach their destination quickly enough. <p>Building on Kings Langley green spaces would mean a serious loss of wild life.</p>
Include files	
Number	Question 46
ID	LPIO8129
Full Name	Jacqueline Wells
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside Farm is an important asset to the village, with one of only two Jersey cow herds in the county. The farm shop and sale of raw milk is very popular and would be very much missed. In short, building on green belt sites is completely inappropriate and unnecessary</p>
Include files	
Number	Question 46
ID	LPIO8133
Full Name	Dr Jason Tisdall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>1 Large scale developments tacked onto small villages is simply unsupportable for several reasons. First, the dis-proportion of sudden growth leads to swamping of already stretched local services. In Kings Langley, roads are struggling under current loads. Second, a sudden influx in a close knot community leads to serious erosion of a village community and ethos. For this to be maintained the growth must be more in proportion to the size of the village. Therefore the bulk of the growth has to take place in larger towns and cities where infrastructure is geared towards high density living.</p> <p>Specific to the plans, none of the proposed sites in Kings Langley are tenable due to the enormous load on local</p>

	road infrastructure, schools and medical resources.
Include files	
Number	Question 46
ID	LPIO8135
Full Name	MR R W NISSEL
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 strongly opposed to any development on the land. We have enough petrol stations and supermarkets in this area.</p> <p>We have too much traffic and pollution.</p> <p>This is green belt.</p> <p>There is an industrial area already in Icknield Way. This could be expanded by using nearby land including, Deans derelict farm and an eyesore of a garage of Icknield Way.</p>
Include files	
Number	Question 46
ID	LPIO8137
Full Name	MR STUART DOWNHILL
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 have had a look at your website and read many of the points therein.</p> <p>The proposals for Berkhamsted concern us greatly. We remember, previously, having spent a great deal of time on a previous proposal to develop the southern edge of Berkhamsted. This was thrown out because of opposition to the extra strain on services and traffic/ parking in the town and it is very distressing to see what are the same plans - and more - now being proposed for reinstatement.</p> <p>Those of us who have had to circle around parking areas in the town, at busy periods, will know the town</p>

	cannot take more traffic. The proposed multi-story car park in Lower Kings Road is supposed to add just 250 more spaces. Even this will not accomodate the extra houses already in current plans.
Include files	
Number	Question 46
ID	LPIO8138
Full Name	MS LARA DANOBEITIA
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 again to specifically register my concern at the proposed green belt development around Kings Langley.</p> <p>I do not wish to be part of a suburb of Hemel Hempstead which is what we will quickly become. Like the soulless indescribable Apsley. Kings Langley is a village with a village centre and individual shops.</p> <p>What about the road infrastructure? We already have to contend with that Apsley triangle of over congestion.</p> <p>I know it is not part of DBC 's remit but where are all these people going to go for health care - the hospitals are being closed down left right and centre. Not increased.</p> <p>And schools? And green space to walk and for children to play?</p> <p>Please DON'T DO IT</p>
Include files	
Number	Question 46
ID	LPIO8140
Full Name	MR JOHN KELLY
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We had accepted the presumed need for 90 homes in what we thought was the plan for Bovingdon. We must now object to having hundreds more thrust upon us. I

	am sure few will be for Bovingdon folk. The other downside is us losing Green Belt, where we walk our dogs and breathe fresh air. As for the effect on the High Street ; Just look at it now. Buses and trucks frequently drive up on the pavements to be able to get through. There is no room for widening of the road or for the provision of more car parking. It really is planning madness. No doubt many of us duly affected will just move away.
Include files	
Number	Question 46
ID	LPIO8141
Full Name	MR & MRS RAY AND MARGARET MCHUGH
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Regarding the proposal to build approx 450 new homes in our village, we strong object to this on the grounds outlined below:</p> <ul style="list-style-type: none"> • Development of two green belt sites with no regard for the traffic generated onto Green Lane which is already a rat run with cars constantly breaking the designated speed limit • Two near fatal crashes outside our property on Green Lane in this past year • Large number of school children using Green Lane to catch busses to local schools, any further development would create even more traffic and become more hazardous • Very poor infrastructure in the Village with constant traffic congestion and major parking concerns • Saturday market in Airfield creates enormous traffic problems which have not been addressed by the local authority • Schools and doctors surgery under considerable pressure to meet current needs of villagers <p>Heavy goods vehicles are currently allowed to use local lanes and small roads and cause chaos going through the Village. This needs to be addressed urgently.</p>

Include files	
Number	Question 46
ID	LPIO8143
Full Name	Dr Jonathan Brazier
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 objection to the Ivy House Option in the Issues and Options paper.</p> <p>Such a development would have a severe impact on the north side of the Berkhamsted valley .In order to keep this brief I would refer you to the evidence and arguments put forward by Mr Phil Jones, Mr N Aitchison and Mrs Sharon Van Vlymen (see below). I agree with their submissions and hope that you will see that their concerns are valid and not NIMBY rants. Whilst I understand the huge pressure on housing locally as a local GP I am also aware that there are limits beyond which we cannot go.</p> <p>The consultant reviews and initial screening of the options is superficial and confirmation biased which undermines the ensuing processes. These underestimate the issues that will follow from such developments.</p> <p>Due to the fact the site is on a slope it cannot be screened .</p> <p>Ivy House Lane is unsuitable at both ends – the canal bridge is too narrow, Bank Mill road from the railway bridge is narrowed by residents parking, the turn out over the railway bridge is blind, George Street is frequently impassable as it's only one car width wide, the dip beyond Meadway is impassable and frequently blocked in the winter due to ice build up on the north side, cars race through the blind S bend outside my house (a metre from the road) , the road cannot be widened due to the proximity of my house and my neighbours land, and lastly increased traffic will cause more deer strikes which frequently cross Ivy House Lane.</p> <p>There is no potential to put in pathways and cycling and walking is not possible for anyone but the fittest residents due to the hill. Bus services are</p> <p>We frequently have our water cut off at peak demands as it can't cope at the moment .</p>

Whilst I appreciate a cursory (and I really do mean a cursory) look at the map would make it look like an easy hole to fill on the town boundary, can I emphasise with the utmost vigour that this site is simply not fit for purpose for residential dwellings.

This written statement is submitted by Philip Jones of [REDACTED] Berkhamsted. I represent [REDACTED] Hunters Park and my comments set out below reflect the views of residents and issues raised at our meeting on Thursday November 9 2017.

This statement has been prepared by Neil Aitchison of [REDACTED] following consultation with Mr Philip Jones [REDACTED] and supporting the objection of Hunters Park Residents objection to the site allocation as above

- The site is a rectangular field which has been sown annually for at least the past 30 years with winter maturing seed and is completely open in character immediately to the rear of Hunters Park down to Ivy House. This field immediately adjoins Hunters Park houses' rear gardens and is very visible to all the residents. Access to the site can only be made from Ivy House Lane. The site is not only visible to the immediately surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic advantage points. Hedges and mature trees generally define the southern and northern boundaries. Domestic fences and shrubs mark the western boundary. There is no substantial hedge or vegetation along the eastern boundary with Ivy House Lane (as described in the 2002 Inspectors Report). The land dips steeply into the middle on both sides and during wet weather the lane floods at the bottom as a consequence of surface water run-off. In winter Ivy House Lane is icy and with snow is impassable without a four wheel drive car.
- Ivy House Lane at the eastern side of the field is 2.4m (8 ft) in width with limited passing places. There is no left hand visibility at the Meadway junction. Ivy House Lane eventually joins the Common at the north end. Below Meadway it widens near Sunnyside Church and the allotments, and then the lane narrows over a railway bridge to a width of 4m (13 ft) which does not allow two vehicles to pass in opposite directions. After the bridge there is access to Bank Mill but there are often issues with delivery vehicles passing parked cars and more generally both along Bank Mill and Ivy House Lane, where there has been construction even relating to a single dwelling, when the road has been blocked by both delivery and construction vehicles.
- Thereafter using access to Bank Mill Lane, there is a canal bridge, again with single width carriageway with a width of only 2m (10ft 5"). Access is also available to George Street, however both sides of the road are largely populated by

parked vehicles and therefore manoeuvrability in two directions is impossible for most of the day.

- There is no public transport in Ivy House There are no footpaths in Ivy House Lane and there is limited street lighting only in the lower half of the lane. The lane is rural in character beyond Meadway junction and has no intrusive lamp lighting or other urban road furniture. Also there are no dedicated cycle ways near the site.
- It should be noted Meadway is a private road with a width restriction at the eastern entrance and at the western entrance does not offer a safe and suitable access to Gravel Path
- There are few bus services on this side of the town. There is a bus operator known as "Little Jims", which operates route 532 from Hemel Hempstead to Northchurch and the nearest stop is adjacent to Castle Village (0.3 miles away) which is to the west of the top of Gravel Path. There are three services a day with the first outbound at 9:35 am, then 12:05 pm and the last at 15:25 pm and none on Sunday. There is no suitable pedestrian access to Castle Village directly from the subject site and would involve going along unsurfaced or non-existent footpaths and there is no bus lay-by or covered shelter in the vicinity of the Gravel Path road junction. Timing of the present bus schedule would not enable any use to be made during term time or for going to work or easy access to the railway station or the town for those that work locally.

Dacorum Plan Proposals and Considerations

- Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow
- There needs to be a robust comparable assessment of sites which acknowledges past conclusions and where there has been no material change since that conclusion. Certainly we regard this to be the case in respect of the Ivy House Lane proposal. The sustainability conclusion is that the site is generally poorly related to local facilities owing to its valley side location and existing gradient and would discourage walking and cycling. There is a surface water run off issue to be addressed which has been identified but the transportation and highway issues together with the loss of Green Belt in this particular location have not been weighed heavily enough against other sites which are more suitable. Referring to

the TRL report of October 2017, we propose to address each of the points as follows:-

1. Biodiversity

This is acknowledged to be a potential problem and loss of habitat.

2. Water

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

3. Flood Risk

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

4. Climate Change

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

5. Air Quality

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

6. Soil

No comment at this stage

7. Resource Efficiency

No comment at this stage

8. Historic Environment

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

9.Landscape

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

10.Health and Wellbeing

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

11.Sustainability

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

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

improvements to these facilities on the south side of the town.

12. Community Cohesion

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

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

13. Housing

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

14. Economy

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

15. Employment

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

Conclusion on Superficial Analysis

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

Conclusion

- 1 Development of the site will result in loss of regularly cultivated arable land in an unsustainable location with poor road access and out of character with adjoining developments.
- 1 The proposal to put 40% affordable housing on the land would result in an inappropriate very dense form of development which would be both contrary to the established policy of edge of Green Belt settlement and the existing Residential Area Character Study. We consider there are grounds to include this land within AONB which adjoins
- 1 A balancing lake and improved drainage would be required to the site to prevent the lane from flooding further than it does at present. There is also a question over the availability of adjoining services including sewerage.

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

Van Vlyman response:

We are residents of Meadway which adjoins the Green Belt land to the west of Ivy House Lane as identified (Be-h3) in Dacorum's Schedule of Site Appraisals (for Large Greenfield Sites) October 2017 as the site for a development of around 125 houses. The development would not comply with relevant policies set out in the Core Strategy document and we consider that this site should be removed from the list of sites to be taken forward to the next stage.

1 Conserving the Green Belt and CAONB

The Core Strategy document sets out policies for the Chilterns AONB and adopts NPPF policies for protecting the Green Belt and conserving the natural environment.

We note that:

- Dacorum's document The Green Belt Review: Purposes Assessment for Dacorum includes the site in a parcel identified as contributing significantly towards safeguarding the countryside from encroachment. The site displays strong countryside characteristics (undulating open arable farmland). It displays no urban fringe characteristics. The Inspector in his Report (September 2002) on the Local Plan Inquiry considered that there was a strong visual and physical link between the site and the open countryside to the east.

- As regards the argument that developing this site would represent a “rational rounding off of the boundary”, the Inspector in his Report disagreed. He concluded (para 4.21.3) that development would not be a rational rounding off of the boundary and (para. 4.21.4) that a more well-defined boundary would not justify amending the boundary in view of the harm that would be caused to the openness of the wider Green Belt.
- This is reinforced by the guidance in June 2016 from Mr Brandon Lewis, the Minister of State for Housing and Planning, who confirmed:

The [NPPF] makes it clear that inappropriate development may be allowed only where very special circumstances exist, and that Green Belt boundaries should be adjusted only in exceptional circumstances, through the Local Plan process and with the support of local people (Mr Lewis’s emphasis). We have been repeatedly clear that demand for housing alone will not change Green Belt boundaries.

- The existing developments to the north and south of the site end at the crest of the hills and are well screened by trees. Hunters Park is less well screened but is set back in the valley before it opens out and is not visually intrusive into the AONB.
- Developing the site will remove all Green Belt in this valley – there will no longer be any boundary to “defend”. The site is a Green Belt buffer between Berkhamsted and the Chilterns AONB but it is not the only such buffer around Berkhamsted - there are similar Green Belt parcels to the east and south of Castle Village. If the “rounding-off” of Green Belt and the creation of “defensible boundaries” is given any weight then the Green Belt area to the south of Castle Village will be put at risk.
- Development on the Ivy House Lane site will introduce intrusive light pollution into an area adjacent to the AONB. Bringing Ivy House Lane itself up to the standard required is discussed below but we note that this will represent a significant intrusion into the AONB physically due to the land required and visually due to street lighting.

1 Road Access

3.1 As noted above, given the site’s location, cars will inevitably be the predominant mode of transport to and from the Ivy House Lane site. The only adopted road frontage is Ivy House Lane. It is a lightly-used, narrow sunken lane with hedging on its eastern boundary to the AONB. Bringing it up to standard as the major access to the development will require intrusion into the AONB and the removal of the hedging which screens traffic on the lane from the AONB. Alternatively, land could be compulsorily acquired from frontagers but that would mean removing the trees and hedges that screen their houses from the AONB.

3.2 Ivy House Lane is notably steep on both sides of the valley and can be impassable to normal vehicles in very cold weather or snow. Substantial earthworks may be required to bring the gradient to the standard required for a development of the kind proposed.

3.3 Even if Ivy House Lane itself was widened to permit two-way traffic, the crossing of the railway at Ivy House Lane and the crossing of the Grand Union Canal at Bank Mill are single lane bridges with difficult approaches. George Street does not provide an exit as it is effectively single lane due to residents' parking and its junction with Gravel Path.

3.4 As an alternative to Ivy House Lane the development may seek to connect with Meadway. Here we note that Meadway is not an adopted road and has very narrow entrances at either end. As Meadway frontagers, we have no intention of bringing it up to the standard required for it to be adopted. We note also that almost every year there are collisions of varying degrees of seriousness at the junction of Meadway and Gravel Path. It is recognised that the junction is substandard. It dates from a time of fewer and slower cars, and would not be approved today. In addition, the junction of Meadway with Ivy House Lane itself involves a blind turn which needs the support of a mirror and has also been a site of accidents.

3.5 In the event access to Gravel Path were secured, note that the Tring, Northchurch and Berkhamsted UTP Scheme Proforma describes Gravel Path below Hunter's Park as follows:

Section two is a series of blind bends between Hunters Park and the railway bridge. A number of safety issues have been highlighted along this section relating to the width of carriageway, lack of pedestrian facilities on its western edge, blind corners, gradient and speeding vehicles.

3.6 The Gravel Path bridge over the railway is single lane, as are the Ivy House Lane overline bridge and the two underline bridges feeding on to Station Road. Ravens Lane itself is two-way, but is narrow and has parking on one side. These "pinch-points" in traffic flow along Gravel Path/Ravens Lane are very unlikely to be improved/removed, not least in view of their traffic-calming effect and the expense of replacing the historic Collins overline iron bridge.

3.7 Frequently, and particularly at school run time, traffic backs up at the crossings of the railway. Gravel Path currently has approximately 5,000 vehicle movements (north- and south-bound) per day. Peak southbound-only flow between 07.00 and 09.00 is approximately 550 movements (HCC figures 2016). Two movements per house from the proposed 125 dwellings at the Ivy House Lane site over this 2hr period will mean 250 more movements (a 45% increase). At the standard 6 vehicle movements/dwelling/day there will be an additional 750 vehicle movements/day on Gravel Path – an increase

of 15%. This will result in exponentially longer queuing times and increased vehicle exhaust pollution in the valley.

3.8 Parking in Berkhamsted is already difficult. The Ivy House Lane site is so far from the centre of town that walking (or cycling) is impractical, and so additional parking will be required in the town.

1 Housing and Community Services Strategic Objective

4.1 The Core Strategy has policies for a mix of housing and for 35% of new houses to be “affordable”. These policies are not deliverable at the Ivy House Lane site. Its registration at HM Land Registry (Title HD20150) records that it is subject to covenants in favour of each of the owners of properties in Meadway. These limit development to detached dwellings on plots of a minimum of 1/3rd acre and preclude any business use (eg. as a care home or other social facility).

4.2 We note that these development covenants are supported by policies of the Chilterns AONB which are expressly incorporated into the Core Strategy. These suggest that national housing densities may not be appropriate in sites such as this and that larger gardens are indicated so that trees can achieve sufficient size to screen the development.

1 Recommendations

Our assessment, therefore, of site Be-h3 is that it cannot make a significant contribution toward delivering the objectives of the Core Strategy. It can make a very limited contribution to future land supply and will not deliver the mix of housing and the affordable housing sought in the Core Strategy. The negative effects of any development of the Ivy House Lane site on the Chilterns AONB, including views in and out, on Green Belt protection around Berkhamsted, on sustainability objectives and on traffic outweigh by a substantial margin the benefits of the limited number of additional houses (none of which will be affordable).

We recommend that the Ivy House Lane site should not be taken forward as a Site Option and no more Council Tax payers’ money or development officers’ time should be spent on it.

The residents of Meadway listed below have approved this letter and asked me to sign and deliver it on behalf of them.

Include files	
Number	Question 46
ID	LPIO8144
Full Name	MR KEVIN TAYLOR
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 object to the proposed development of new housing on Green Belt Land in Kings Langley.</p> <p>I live in Kings Langley and already experience severe traffic congestion between the edge of the village and the M25 for prolonged periods in the morning and the evening. This is causing pollution, severely hampers mobility for residents and often blocks the passage of emergency services. Adding more houses will obviously increase these problems even more. If this was also at the expense of precious Green Belt land then it would seem the Planners have taken leave of their senses. New residents are extremely unlikely to work in Kings Langley , and so will add to the number of cars at peak times, or will put further pressure on the already stretched rail service. The rail service in particular cannot cope with more passengers at peak times. Pressure would also grow on the beleaguered health and education services in the village, and I cannot see how capacity can grow in all of these areas to match the demands of extra residents without severely damaging the social wellbeing of the people who live in Kings Langley.</p>
Include files	
Number	Question 46
ID	LPIO8145
Full Name	MR JOE KRAJEWSKI
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 strongly object to the proposed development of Green Belt sites in the Kings Langley area.</p> <p>My reasons for this objection are:</p> <ul style="list-style-type: none"> *the schools in the area are already oversubscribed *the doctors surgeries are already overworked *the roads are already struggling to cope with heavy traffic *developments over recent years have caused major parking issues (cars are parked blocking the pavement on Red Lion Lane/Nash Mills Lane 24/7. Anyone trying to get through with a pushchair or wheelchair has to walk in the road - not exactly safe !) *the character of the village will disappear, it will become a town *the damage to wildlife and the landscape will be irreparable

	<p>*Wayside farm is one of only two working Jersey herds in Hertfordshire and is a valuable asset to the local community</p> <p>*Rectory Farm is classed as an area of outstanding natural beauty, this will not be enhanced in any way by the building of houses on the site</p> <p>I do not believe that the answer to the need for new homes is in the development of green belt land. Please listen to the views and concerns of local residents. We are voicing real concerns for the future of our community. The plan to more than double the size of the village is ill-advised and impractical. The infrastructure needs to be improved dramatically before any development plan can be considered as currently it cannot support a development of this size.</p>
Include files	
Number	Question 46
ID	LPIO8146
Full Name	MR WINSTON EDWARDS
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 dismay at the proposals currently being put forward.</p> <ol style="list-style-type: none"> 1 The extreme versions of the proposal will destroy the village of Kings Langley, put extreme pressure on the local road system, and overload our already stretched educational and healthcare systems. <p>There is nothing in the plan which is good and I oppose its implementation.</p>
Include files	
Number	Question 46
ID	LPIO8149
Full Name	Julie Carden
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 proposed planning document for Dacorum and as a resident of Berkhamsted, I would like to comment on question 40 in particular.</p> <p>Berkhamsted is already 34% ahead of target with house building and if we go beyond option 1B, in my opinion</p>

	<p>and that of many other local residents, our infrastructure will not be able to handle it. There will not be enough places for schooling, GPs and traffic will get much worse. There's no point overpopulating a town to the point that it cannot handle the number of residents it has, particularly when there are other towns locally that are below their targets and when the south east of England should not be the be all and end all.</p> <p>Please reconsider your current plans for Berkhamsted</p>
Include files	
Number	Question 46
ID	LPIO8151
Full Name	Iain Flood
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 objecting to the planned proposal for housing development in Kings Langley and Shendish.</p> <p>I have been living in Kings Langley village for 3 years and feel that any additional residential properties will have an irreversible crippling effect on the village and its current residents as well as unknown environmental issues.</p> <p>Transport links will be unable to sustain the proposed growth due to the roads already congested around the village and a small train station already full of commuters in the morning and afternoon.</p> <p>The villages dental surgery has already allocated its NHS quota to the point where I have had to go private or travel out to Rickmansworth if I would like to have an NHS appointments.</p> <p>There are plenty of larger towns close to Kings Langley that are much more suited for such large proposed developments i.e. Hemel Hempstead, Tring and Berkhamstead.</p>
Include files	
Number	Question 46
ID	LPIO8153
Full Name	Mr Stephen Bailey
Company / Organisation	Tring Tornadoes Junior Sports Club
Position	Chairman
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

<p>Your response - Please add your response here</p>	<p>As we look at the idea of adding more housing into Tring, we appreciate the need for affordable starter homes for young people and families. We therefore are relaxed about the plans for new homes (as long as they meet the local need in Tring as their priority).</p> <p>With the above in mind, we make the following initial contributions to the Local Plan dialogue for Tring:</p> <ol style="list-style-type: none"> 1 Housing development should be a secondary consideration, coming only after the future infrastructure needs for the town have been configured, starting with the conversion of Dunsley Farm from current farmland to future Sports facilities owned and operated by the relevant sports clubs, the leading beneficiary being Tring Tornadoes JSC. 2 The redevelopment of Tring School (or relocation of the School) should be a priority that takes into account not only the current sports needs of the town but the future needs as well. 3 Any other currently Council owned (be it Dacorum or Hertfordshire County) land, should as a matter of urgency be transferred into the ownership of the Town: 4 To avoid the future risk of development other than for sports facilities (or other local needs as specified locally). 5 To ensure that in future, it is the town that sets the policy for development based on local need only. 6 Compulsory purchase of those sites not allocated any future development and then their asset release / transfer to the Town (be it council or Sports Clubs), for us to immediately resolve playing space issues with. (We would go further and include the immediate asset transfer of Pound Meadow from DBC to Tring Town Council) 7 Transfer of the Sportspace Asset at Tring School to the School (or the Town), given it serves Tring only and is currently not fit for purpose.
<p>Include files</p>	
<p>Number</p>	<p>Question 46</p>
<p>ID</p>	<p>LPIO8154</p>
<p>Full Name</p>	<p>Alister Voller</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>We have signed the petition for 100 new starter homes in Tring and we are happy to see the council taking steps to address the housing need in the town.</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 46</p>
<p>ID</p>	<p>LPIO8155</p>

Full Name	Julie Gabriel
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 protest against any development on Green Belt land in a around Berkhamsted.</p> <p>Berkhamsted is a small town with very little green space within the town and building on Valuable Green Belt will give residents even less green space. Berkhamsted is already very crowded and the town simply cannot support more homes.</p> <p>I understand that we need to build more houses in the UK but not at the expense of valuable green belt.</p> <p>There are enough brown field spaces, land that developers are already sitting on without building and empty 2nd home properties to solve the housing issue in the UK</p>
Include files	
Number	Question 46
ID	LPIO8158
Full Name	Mr Martin Horsted
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 stress my total opposition to any widespread development of the village until the infrastructure is improved.</p> <p>How anyone can even think of development of hundreds of new houses without an improvement in the infrastructure is beyond me.</p> <p>On all days during the week at school times and on Saturdays the High Street is gridlocked with traffic. On market days the Chesham Road and Box Lane are solid with traffic.</p> <p>I know only too well having been a governor and trustee of the Bovingdon Academy for many years that this very popular sought after school is regularly oversubscribed. There is no room for expansion. The playing field is protected land so don't even think of building there.</p> <p>In spite of various studies and constant talking the village is no nearer to having its chronic car parking problems sorted.</p>

	<p>The doctors surgeries and dentists are already full with existing residents.</p> <p>I find it amazing that no thought has been given to improving the infrastructure of our village when submitting these proposals for consultation. Isn't that what a planning department is for? Q46 - Bovingdon</p> <p>In light of the above option 2B is the only viable option at this time until the necessary infrastructure has been provided.</p> <p>Do not turn our beautiful rural village into another town.</p>
Include files	
Number	Question 46
ID	LPIO8160
Full Name	Mrs M 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 strongly object to the proposed 20% increase in new homes in Bovingdon. There is no plan to deal with our overloaded High Street, School or Medical Facilities.</p> <p>Who are we building these homes for? Certainly no affordable homes I bet!!</p>
Include files	
Number	Question 46
ID	LPIO8161
Full Name	Mr Alan Pierce
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>You have asked for comments on the local plan and I would like to comment on the Tring suggestions in general and the inclusion of Dunsley Farm, Tring in particular.</p> <p>We are all fully aware of the need for housing stock but what is proposed seems to me to be simply unsustainable for a market town such as Tring and unnecessary in relation to the total number of proposed new properties. I am, therefore, against the plan and feel strongly that Tr-h5 should be excluded from the discussions</p>

Include files	
Number	Question 46
ID	LPIO8163
Full Name	Mr & Mrs David & Judy Ponsford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Based on the fact we live on the High Street, The parking is awful especially at school times when the over subscribed academy arrive and leave often blocking access to our mews of 5 households. We also are concerned that an additional 360 house to the 90 homes already planned will have an adverse effect on the local doctors here it is often hard to get an appointment.</p> <p>Last year the rail water drains could not cope which caused flooding at the bottom of green lane this resulted in the sewers backing up and raw sewage coming out of the manholes in the mews and surrounding area. More houses will increase rain water run off and produce more sewage causing this to happen more often. This is a threat to our health</p>
Include files	
Number	Question 46
ID	LPIO8165
Full Name	Carole Blackshaw
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>BOVINGDON INFRASTRUCTURE AT BREAKING POINT</u></p> <p>I would like to register my protest at the application to build 450 new houses in Bovingdon over the next few years. This in itself would increase the population by a likely 2000 residents, plus a likely minimum 1000 cars.</p> <p>We appreciate that government directives say that all areas must agree to a certain level of new housing, but even by accepting to build minimum housing, what really must be taken into account that the village infrastructure needs to be addressed prior to any further building, not waiting until the building has gone ahead, then realising that the village cannot sustain it. The school and doctors' surgery are at maximum capacity, so thought must be given to where new ones could be built</p>

	<p>My husband and I have been residents for 33 years, during which time we have watched the village we love gradually being overtaken by new builds from end to end, even including the size of the Mount prison more than doubling, thus increasing the traffic clogging up the village.</p> <p>As it stands at the moment, it is virtually impossible to drive straight up the High Street from bottom to top without constant hold ups just from high volume of traffic, parked vehicles and delivery lorries. This in itself is due to increase considerably on completion of the new Tesco store currently being built. The roads themselves are constantly crumbling through over-use, with potholes causing damage to cars.</p> <p>Parking also urgently needs to be addressed, as does power and drainage. Q46 - Bovingdon</p>
Include files	
Number	Question 46
ID	LP108166
Full Name	Terry Blackshaw
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>BOVINGDON INFRASTRUCTURE AT BREAKING POINT</u></p> <p>I would like to register my protest at the application to build 450 new houses in Bovingdon over the next few years. This in itself would increase the population by a likely 2000 residents, plus a likely minimum 1000 cars.</p> <p>We appreciate that government directives say that all areas must agree to a certain level of new housing, but even by accepting to build minimum housing, what really must be taken into account that the village infrastructure needs to be addressed prior to any further building, not waiting until the building has gone ahead, then realising that the village cannot sustain it. The school and doctors' surgery are at maximum capacity, so thought must be given to where new ones could be built</p> <p>My wife and I have been residents for 33 years, during which time we have watched the village we love gradually being overtaken by new builds from end to end, even including the size of the Mount prison more than doubling, thus increasing the traffic clogging up the village.</p> <p>As it stands at the moment, it is virtually impossible to drive straight up the High Street from bottom to top without constant hold ups just from high volume of traffic, parked vehicles and delivery lorries. This in itself is due to increase considerably on completion of the new Tesco store currently being built. The roads themselves are</p>

	<p>constantly crumbling through over-use, with potholes causing damage to cars.</p> <p>Parking also needs to be addressed, as does power and drainage.</p>
Include files	
Number	Question 46
ID	LPIO8168
Full Name	Matthew Ralph-Day
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 not believe that development should be permitted upon the green belt in any circumstances while brown field options still exist in the county. I believe that development within Kings Langley on the green belt would have a detrimental effect upon the character and sustainability of the village. in particular I object to KL-H1 due to the already high level of traffic in this area. Additional traffic utilising the roads around the primary and secondary school in Kings Langley to gain access to KL-H1 would increase the risk of a vehicle versus child pedestrian collision with potentially fatal results.</p> <p>Currently I walk my children to school in the village, development in Kings Langley would mean that roads like mine that have traditionally been able to secure a place at the local primary school would no longer gain a place at the local village school and be forced to drive to a school outside of the village adding further traffic to the already busy road network in the county.</p>
Include files	
Number	Question 46
ID	LPIO8171
Full Name	Bethan Rees-Whybrow
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 e mailing with my objections to the proposed plans to build in Bovington at the sites BOV -h1,h2,h3 and h4.</p> <p>I believe that Option 2B , no further development in Bovington, is the only sensible option.</p> <p>My reasons are as follows;</p>

	<ol style="list-style-type: none"> 1 The road infrastructure in Bovingdon would not cope with an increase in traffic extra housing would bring. Also there is a lack of parking available. 2 The school is at full capacity and could not take a sudden influx of more children. 3 The healthcare providers are almost full, so not enough care for health for additional residents. <p>4. The sites being proposed are all green belt land, this is protected for good reason and should not be considered without ALL other options having been looked at.</p>
Include files	
Number	Question 46
ID	LPIO8173
Full Name	Sarah O'Dell
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 main concerns are access to the sights and over development of the village without sufficient infrastructure to cope with increased numbers of people living here. It should also be noted that there is often localised flooding in Bovingdon, both around the well end of the High Street, and at the top of Green Lane where it meets the Ley Hill road (flooded this evening after melting snow). Proper drainage sink holes would need to be put in to stop flooding getting worse due to ground water displacement from building new properties.</p>
Include files	
Number	Question 46
ID	LPIO8175
Full Name	Jennifer Eigenheer
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 strong opposition to the proposed development around Tring, particularly the inclusion of site reference Tr-h5 land at Dunsley Farm, Tring for the following reasons:</p> <p>Site has already been rejected Adjacent to Chilterns AONB Green Belt</p>

	<p>Unacceptable to put industrial units etc so near to the town</p> <p>Tring congested enough and High Street already unable to cope with amount of traffic</p> <p>Not enough schools, doctors, parking, leisure facilities to cope with increased population</p> <p>Loss of landmark farm at gateway to town</p> <p>Impact on wildlife</p>
Include files	
Number	Question 46
ID	LPIO8177
Full Name	John 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>As a resident of Dacorum I shall be responding in full to the recent consultation on the Local Plan but in the meantime I would like to put forward a couple of sites where new housing might be sited. When considering the issues and options paper I was struck by how few publicly owned proposals were put forward even though the Government is expecting the public sector to play a leading role Driving around Hemel Hempstead I have noted the large tracts of empty grassland in the Gadebridge and Queensway areas. These areas were clearly conceived when the New Town was planned in the immediate aftermath of WW2. Nearly 70 years on they have become a luxury which the residents of Dacorum as a whole can ill afford. Our Green Belt is being steadily eroded, notwithstanding Government policy to protect it, and yet these swathes of greenfield land are not being considered. The desperate shortage of land for building in Dacorum argues for difficult but imaginative solutions. Clearly these areas have amenity and biodiversity value (though the lack of hedges and scant tree cover argue for rather limited ecological benefits) but when compared to some of the threatened Green Belt sites they are surely subsidiary. A recent census of the occupation of the football pitches in the Gadebridge area at a time of maximum use suggested that some consolidation, thereby releasing a reasonable tract of land for building, would not reduce required capacity. Better use of tree-screening could reduce the impact on surrounding areas and actually improve biodiversity.</p> <p>Again, the difficult decisions that we face require sacrifices; the character of all parts of Dacorum is threatened and at least partial use of these throwbacks to post-war planning should at least be being considered.</p>
Include files	

Number	Question 46
ID	LPIO8179
Full Name	Ann Power
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	This is my response after attending the meeting in Bovingdon last week regarding the planning of the new housing project. Without infrastructure improvements any development in Bovingdon would be crazy!!! The traffic coming through the village and the side roads is a nightmare and parking is dangerous
Include files	

Number	Question 46
ID	LPIO8180
Full Name	Mr howard button
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 long standing resident of Kings Langley I wish to register my objection to the proposed strategic development areas within the Parish of Kings Langley including:</p> <p>Shendish Hill Farm Wayside Farm Rectory farm</p> <p>The proposed development on green field land is unacceptable and unnecessary with ample sites around the Borough ripe for development including:</p> <p>Former council depot in Paradise Large plot of land at the top of Paradise previously earmarked for hospital extension Numerous disused or little used garage blocks all over the borough Two vacant and almost derelict office blocks on Seldon Hill</p> <p>Large sections of the existing hospital site could be developed whilst maintaining a reduced but much needed hospital service.</p> <p>I am sure if I took the time to drive around the Borough I could name many other possible site.</p>

	<p>The proposed infrastructure improvements give me little to no confidence in the manner to which the plans have been prepared as little or no consideration has been given towards the impact on what is currently a "Village" the threat of the numerous developments will clearly take the "Village" status away with Kings Langley becoming lost as a mere extension to Hemel Hempstead.</p> <p>I urge the Borough council to reconsider the proposal</p>
Include files	
Number	Question 46
ID	LPIO8181
Full Name	Charly Eigenheer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Re: Issues & Options Consultation Local Plan to 2036</p> <p>In response to Question 46:</p> <p>I would like to register my strong opposition to the proposed development around Tring, particularly the inclusion of site reference Tr-h5 land at Dunsley Farm, Tring for the following reasons:</p> <p>Site has already been rejected</p> <p>Adjacent to Chilterns AONB</p> <p>Green Belt</p> <p>Unacceptable to put industrial units etc so near to the town</p> <p>Tring congested enough and High Street already unable to cope with amount of traffic</p> <p>Not enough schools, doctors, parking, leisure facilities to cope with increased population</p> <p>Loss of landmark farm at gateway to town</p> <p>Impact on wildlife</p>
Include files	
Number	Question 46
ID	LPIO8183
Full Name	MR RICHARD COWIE
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Subject: Response to Question 46 relating to Dacorum's New Local Plan: Issues and Options Consultation - November/December 2017</p> <p>Please see below my response to Question 46 relating to Dacorum's New Local Plan: Issues and Options Consultation – November/December 2017</p> <p>Question 46 - Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it?</p> <p>Answer: Yes</p> <p>I am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring, for the following reasons:</p> <ul style="list-style-type: none"> . This land is adjacent to Chilterns AONB . It is green belt land . The site was overwhelmingly rejected last time round. Surely its identification yet again as a possible site for expansion makes a mockery of the consultation process? . It is completely inappropriate to locate industrial units and warehouses near the town . It would cause traffic congestion and consequent pollution . There are no plans for adequate infrastructure - schools, car parking in the town or at the station (where the car park is already full to overflowing at 8 am on weekdays) . Valuable farmland would be lost . It is an important wildlife site
Include files	
Number	Question 46
ID	LPIO8185
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	I am writing to express my views and objections to the proposed Dacorum Local Plan as it affects Berkhamsted.

The town of Berkhamsted is described in the Hertfordshire County review of its market towns as a town of exceptional character and of historic interest being a quiet town despite its commuter location. I believe the proposals as described will be to the detriment of the town.

The basis for this statement is as follows:

the town is built around a steep sided valley which is already jammed with local traffic, despite the A41 by-pass. At times the High St and surrounding roads become gridlocked and it can regularly take 45mins to 60mins to travel from Northchurch to Bourne End. More housing on the scale proposed will only exacerbate this situation.

Berkhamsted is being over developed with 34% more houses than the current target. Whereas Hemel Hempstead is 21% below target. Is this a fair allocation of housing?

The infrastructure of Berkhamsted cannot cope with an increase in population as proposed. There are insufficient services to meet the needs of the existing population let alone that envisaged in the Local Plan. Hemel Hempstead is better able to cope with such an increase.

There is a lack of public transport which results in an increase in the use of cars etc. The hilly nature of the town means that cycles are not practical for the majority of the population of the town.

The consequence of this is that there is a woeful lack of parking in the town. The proposed multi-storey car park will not even meet the needs of the existing population let alone the proposed increase. The consequence of this congestion will be to drive local businesses out of the town and discourage new ones from setting up.

The additional traffic can only lead to an increase in pollution with the subsequent health risks. The town is currently poorly serviced by the Herts CC and suffers as a result of this. For example in the current bad weather problems experienced from 10th December onwards there has hardly been a gritting lorry in the town and important side roads serving schools, doctors etc and bus routes have not been gritted at all. Appalling service which will be made worse as the number of houses increase.

The school provision will not accommodate the proposed increases.

The health provision is totally inadequate. With the withdrawal of Hemel Hempstead hospital from service the provision has become one of the worst in the country. How can a Local Plan be predicated on the use of Watford Hospital to service our population which is predicted to increase by thousands. It does not make sense.

Similarly the maternity hospital will be too far away to provide the provision that should be provided to mothers and children.

The provision for the elderly is similarly inadequate with very poor provision in the town. The closure of the Gossoms End Elderly Care unit and the support it offered

to the community is symptomatic of the lack of provision. A situation which will only be exacerbated by the additional housing proposals in the plan. Not all new householders will be young commuting families.

Local doctor surgeries are already struggling to meet the needs of the current population. The Local Plan will only make this situation worse even if a new practice surgery is proposed with the developments.

Finally, I fully support the responses to the Local Plan as submitted by the Berkhamsted Citizens Association and the Dacorum Health Action Group.

As a consequence Option 1B to develop Hemel Hempstead with it's better infrastructure being a new town designed for expansion is the better option. Berkhamsted being a market town is ill equipped for the expansion outlined.

Question 46

Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?

Yes

General Comment:

Suggestion throughout that provision of housing "could help the local economy and encourage provision of local services" and that development of sites "could help to maintain community vibrancy and vitality" totally ignores the topography of the town. More houses are likely to mean quite the opposite with increased congestion, reduction in commercial viability of the existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.....

Proposed Approaches are set out – and then ignored in the selection of sites for development

There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed
- Air pollution is not addressed

Below are the exact comments we made to the 2008 consultation and actually, very little has changed –

- Future development of Berkhamsted should be Plan led and be driven by the needs of the local community.
- Status of Supplementary Planning Guidelines should be enhanced.
- Action needed to protect and enhance the waterside environment.
- The infrastructure of the Town is not fit for purpose in relation to current needs let alone any future housing development.
- Lack of community facilities for the young and old alike identified as one of the most important issues facing Berkhamsted.

- Our open spaces are in need of protection from infill developments both on public and privately-owned land.
- Protection of wildlife corridors should form an important part of any assessment of housing site suitability.

KEY PRINCIPLES

We feel it essential however that any consideration of these options is placed in the broader context of what we see as some essential principles which should guide the development of Berkhamsted in the next twenty years or so. These principles embrace the issues which confront Berkhamsted at present which must inevitably inform our priorities for the future.

1. PLAN LED DEVELOPMENT

We feel strongly that any future development of Berkhamsted should be Plan Led i.e. occur against the backcloth of an overall development strategy for the town rather than follow a piecemeal approach. In short, what do we want Berkhamsted to look like in twenty years' time? What sort of place do we want our children to inherit and what would we be proud to have developed. This means that any housing development should be set within the context of an overall development plan which meets the broader aspirations of the community and addresses some of the issues which we face on this broader front. Our concern is that, in the absence of an overall Plan, development will merely exacerbate the problems which exist already and impact negatively on our quality of life and prove unsustainable.

2. COMMUNITY NEEDS DRIVEN

It follows also that any future development of Berkhamsted should be driven by the needs of the local community and address those issues identified by the community as important. "Local Planning Authorities should develop a shared vision with their local communities of the type(s) of residential environments they wish to see and develop design policies that set out the quality of development that will be expected for the local area, aimed at creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character." (PPS 3 para 14) Many of these needs are identified below and form an important backcloth against which any future development should be assessed.

3. THE CHARACTER OF THE TOWN

"Any new development should create, or enhance a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity". (PPS 3) Berkhamsted's distinctive character and identity is that of being a market town set in beautiful countryside. It follows that any new development should be assessed according to its impact on the character of Berkhamsted and its setting.

A. The Rural Surrounds and Gateway

While there is a shortage of open space and greenery in the Town, the North and West of Berkhamsted border the statutory Area of Outstanding Natural part of the statutory AONB, nevertheless contribute to Berkhamsted's intrinsic character and provide a naturally green gateway to the Town. These areas are vitally important to the envelope perspective when they are viewed from either side of the hillscape.

Indeed, this Green perspective was thought to be so important that when the A41 by pass was constructed it was sunk and cut through the hillside so as to be invisible from across the valley. This envelope view and the gradual progression from an urban to rural landscape should be retained as an important feature of our landscape. This progression from urban to rural is recognised in the current local plan by a move away from high to low density housing as we progress from town to our semi-rural borders.

The impact of proposed sites on the rural gateway to Berkhamsted, AONB and our semi-rural environment thus forms an important part of our assessment.

We note that in the Dacorum Landscape Character Assessment the areas to the South and West of the town are identified as constituting the "Ashlyns and Wigginton Plateau" whose key characteristics consist of a gently undulating plateau, parkland, grassland and ley crops and extensive mixed woodland. The recommendation of the Landscape Assessment (which is currently Supplementary Planning Guidance) is to "improve and preserve" this zone.. Dacorum is one of the few Local Authorities to have detailed character and landscape area assessments. We feel these are integral to preserving the character of our Town. We believe therefore, that, in the new planning climate the status of Supplementary Planning Guidelines should be enhanced and that they should be afforded the same status as Local Policies by ensuring the appropriate level of consultation in their formulation. To this effect we recommend that they be incorporated within those policies so far as is possible, recognising that a balance will need to be struck between the detail specified in a policy and its inclusion in a Core Policy, the latter requiring a higher level of generality and SPG for specific areas.

B. The Conservation Area within

Turning to the Town itself much of Berkhamsted is within a designated Conservation Area characterised by state of the art Victorian and Edwardian architecture. Again, any new development should be assessed within this context and should either preserve or enhance the character of the Townscape as well as existing community facilities.

The Grand Union Canal is of the utmost importance to the heritage of Berkhamsted from both an historical (home of Bridgewater the innovator of the canal system) leisure and scenic perspective. It was an artery of trade, now largely leisure, employment and wealth offering huge economic, social and environmental benefits. We would like to see the waterside environment more sensitively integrated with the community needs and

aspirations for the town than has been the case in the past. We place emphasis on protecting and enhancing the waterside environment as a unique asset to the people of our market town and tourists who enjoy the facility.

You have extended the Conservation Area within the Local Development Framework for which we are extremely grateful, but it does need tighter control from enforcement. We would welcome a review of Article 4(2) directions that were introduced in 1994 by Government directive to stop developments which might adversely affect the external appearance of properties –doors, roofs, frontages etc.

4. INFRASTRUCTURE

Any further housing provision should take into account an assessment of the impact of development upon existing or planned infrastructure and of any new infrastructure required. (PPS 3) The infrastructure of the Town is not fit for purpose in relation to current needs let alone any future housing development. Utilities such as electricity and sewage

capacity are under constant pressure as evidenced by power cuts and raw sewage which is not an uncommon phenomenon in Bank Mill Lane, the High Street, London Road or even Coppins Close. Our roads are permanently congested with the parked cars of both residents and commuters. Many are unsuitable for heavy traffic and public transport. Our high street is the only focal point for shopping and is now under severe strain from increased through traffic and inadequate parking space. Any solution to these problems will require significant investment. In our view, these problems need urgent attention now. What then will be the impact of any new development? We recommend that, if it is necessary to allow any future housing provision in the town, this should be phased in such a way as to require that any necessary infrastructure should be provided before such developments are permitted to take place.

5. TRANSPORT, CARS, CYCLES AND PEDESTRIANS

The geography of Berkhamsted, situated as it in the Bulbourne valley with steep hills to the North and South sides of the town, encourages the use of cars to access the Town Centre. Given the current problems of traffic congestion, pollution and the inadequacy of parking facilities, any development should be assessed against its implications for car usage to access the high street on a regular basis. New development should encourage walking and cycling and discourage car usage in line with sustainability guidelines. Any new development would have to be self-supporting in terms of infrastructure and its implications for Berkhamsted as a whole critically assessed given the issues which exist already.

6. COMMUNITY AND SOCIAL FACILITIES

In addition to the existence and provision of adequate infrastructure an important principle of the new housing strategy is to “ensure that housing is developed in suitable locations which offer a range of community

facilities and Key services “(PPS3) Participants of the Berkhamsted Place Workshop identified the lack of community facilities for the young and old alike as one of the most important issues facing Berkhamsted. There was also deep concern about the shortage of primary school places and educational facilities more generally.

These issues were seen as being of high priority for a new Local Development Framework. Again, the volume and location of any new housing provision must be assessed against the present inadequacy of facilities, their location and future requirements.

7. OPEN SPACE

Berkhamsted is notable for its lack of open space and greenery and what we have is increasingly dependent on private gardens. We feel strongly that our open spaces are in need of protection from infill developments and that the provision of open and green space should be an integral part of any proposals to develop Berkhamsted further. In the light of sites which have been approved for development already we note here that any new development should provide or enable “good access to, community, and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens.....” (PPS 3) The Dacorum Open Space Study [Sept 2007] found the amount of leisure space deficiency in Berkhamsted at prevailing population levels was 16.75 ha, the largest shortfall in the Borough.

8. INFILLING

We feel strongly that our gardens in particular are in need of protection from infill developments. We would welcome a specific statement in the Local Plan which recognises that gardens are as important as other forms of green space insofar as development is concerned. There should be separate policies for residential (often windfall) developments and non-residential Brownfield site developments as identified by Dacorum for which we are informed there is scope within the new planning framework.

We would encourage Dacorum to adopt separate policies for residential brownfield land which would effectively restrict, and in some cases, prohibit, new housing development on such sites.

These Policies would contain some of the following important elements:

- remove the need to maximise the use of land in residential gardens e.g. by not amalgamating gardens into larger units
- emphasis on the need to consult with neighbours before developers bring forward proposals
- prevent pre-application tree felling by more extensive use of TPO's and ecological surveys
- set low density figures and stick to them in determining planning decisions
- importance of design compatibility with adjoining properties
- infrastructure suitability

The adoption of such policies would recognise the important role which gardens increasingly play in

	<p>providing green space and their contribution to ecological development and biodiversity. Many biodiversity corridors run through private gardens.</p> <p>. BIODIVERSITY</p> <p>Policy 96 of the Dacorum Borough Local Plan seeks to protect nature conservation interests in order to maintain and improve local distinctiveness of the ecology of the area. Policy 102 deals specifically with sites of importance to nature conservation. PPS 9 also deals with biodiversity A Technical Study on Nature Conservation has been carried out in preparation for the Local Development Framework by Herts. Biological Research Centre [2006]. In addition to identifying major Biodiversity Sites, the work has identified important Biodiversity Corridors. While we appreciate that such sites and corridors are not protected by statute we feel their protection should form an important part of any assessment of housing site suitability as should the protection of 'Wildspace' more generally given its rapidly disappearing availability in Berkhamsted. The constant removal of local habitat and resources is degrading and removing the ability for biodiversity to function ecologically within the urban environment and this is of grave concern.</p> <p>The Citizens had a visioning evening which informed our response to the consultation – please look at the web site, where you will see a short film of the event which gives a very good feel of the opinions of the 130 citizens that were there. There are also some tables which give all the notes taken during the discussions</p> <p>Citizens were also concerned that no mention is made of the developments that already have planning permission, or the developments on our borders that will create many more car movements using Berkhamsted roads, there are 1150 on the Potton End side of Old Hemel and 350 behind Piccots End which will create 9000 car movements a day which will probably use Berkhamsted Railway station and shopping area.</p> <p>Here is the link to the web site which forms part of our response to the Issues and Options Consultation and the short film needs to be watched and the documents read along with this document as part of our response.</p> <p>http://www.berkhamstedcitizens.org.uk/2017/11/21/citizens-visioning-2017/</p>
Include files	Berkhamsted Citizens Response (DBC Strategic Plan).pdf
Number	Question 46
ID	LPIO8188
Full Name	MS SOPHIE BODEN
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 regards to the actual plans, whilst work has gone in to this I have concerns about the conclusions.</p> <p>I significantly disagree with the decision to remove green belt land, particularly the suggestions to build houses around Shootersway and around the BFI. The traffic at the top end of town both in the morning and mid afternoon is already heavy. These are routes where lots of children and parents walk, by adding houses and therefore cars to this area the already overly used roads will become increasingly congested. I don't think this is a viable option. Whilst the new traffic lights at the top of Kings Road are great they would not be able to handle a significant increase in traffic and therefore I would urge you to not build here.</p> <p>Since the new development on Shootersway (Bearroc park) has been built the level of traffic has already increased. If more houses need to be built I would advocate this being done towards Northchurch as then the traffic has options as to where it flows, towards Tring or Ashridge or Berkhamsted.</p> <p>Further, it is worth considering that there are no shops or other conveniences around this end of town so it would be helpful to add houses where there are already these</p>
Include files	
Number	Question 46
ID	LPIO8189
Full Name	Mr Sam Rennie
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>1 A reasonable percentage of the land on site my-h1 is in a flood zone - Flood Zone 3. Development on land liable to flooding is not appropriate.</p> <p>1 The proposed capacity of site my-h2 of 25 houses is not in keeping with the immediate area. I would propose a reduced allocation closer to 5 - 6 dwellings is appropriate.</p>
Include files	
Number	Question 46
ID	LPIO8191
Full Name	MR TIM BUCKLEY
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 exhibition at Berkhamsted Civic Centre and was invited by your representatives to formally lodge my observations on the suitability of development of the above site and remarks on the wider context of the development plan.</p> <p>I trust my remarks will be considered as part of the consultation process. These views are personal views and not related in any way to my company whose email address I am using.</p> <p>I live on [REDACTED] in Berkhamsted and have done so for the past 16 years. The site identified (Be H3) is an obvious infill site and I have no fundamental issue with the concept of development subject to the following provisos.</p> <p>Any development must be to a scale befitting the surrounding area and I do not consider that this is anywhere close to the 150 homes mentioned.</p> <p>Any significant development will require review of the local road infrastructure as Ivy House Lane is a single track rural road for most of its length. In addition, the lane connects with roads already under considerable pressure and it will be impractical to assume that Bank Mill, Ellesmere Road or George Street have sufficient capacity to accommodate additional traffic. Should it be contemplated that the vehicles generated by the development would exit to the northeast onto Potten End Road then it likely further congests the already dangerous Gravel Path road into Berkhamsted.</p> <p>I presume that consultation with Network Rail will take place as the additional use of the rail bridge at the bottom of Ivy House Lane (during both construction and thereafter) will require replacement or significant upgrade of that bridge. Furthermore my comments in respect of Gravel Path would require review of that bridge link. In addition, the canal bridge on Bank Mill is unsuitable and dangerous in current form and would require either replacement or upgrade.</p> <p>The development plans for the wider area do not take account of a need to increase education and healthcare provision for the town and assuming all of these homes are built, how it contemplated that additional cars would be managed in the town centre?</p> <p>It is presumably already recognised by DBC that additional car parking is required hence the approval of the diabolical multi storey adjacent to Waitrose but this is for now and seems to fail to recognise the imposition</p>

	<p>of many new vehicles that the wider development plans will bring.</p> <p>I trust my comments are considered.</p>
Include files	
Number	Question 46
ID	LPIO8192
Full Name	MR SIMON MAGGS
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note that accompanies it?</p> <p>Answer: Yes</p> <p>I strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town it's enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LPIO8193
Full Name	ALISON ANSELL
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 concern about the development plans for housing in and around Kings Langley is that the if these additional houses are built, the traffic build up to unacceptable levels. Currently, there is only one main road which leads to the High Street and its shops and restaurants. This road is already busy, not just at rush hour (when the traffic crawls through) but at nearly all other daylight times. Car parking is becoming very difficult for not just the High Street but for visiting other amenities such as the Library and the main doctors surgery . (I believe that the A41 bypass was extended past Kings Langley some 20-odd years ago to take traffic away from the main road). The proposed development of Wayside Farm would not only mean losing an important piece of open space, but would have a massive impact on the amount of traffic coming off and leading onto Jct 20 of the M25. More houses, which I assume would mean small houses and family-sized houses, would mean more people and more children looking for places in their local schools. Currently there is only one main primary school and one main secondary school, both of which I am certain are already at capacity. If children can't get a place at their local school, they will need to look further afield and this would involve travelling by car, thus exacerbating the traffic problems further.</p> <p>If developed further, the village will seem like another part of Hemel Hempstead and will lose its identity, the reason why so many people moved originally. It will be a sad day for the community and I believe this development should not go ahead on the scale proposed.</p>
Include files	
Number	Question 46
ID	LPIO8194
Full Name	Chris 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>having seen your proposals for the development of up to 42 dwellings in Wilstone and potential access problems to the site (and all the consequent disruption to residents), and notwithstanding my objections in principle to developing such a site at all, I'm wondering if you considered the field next door which already has direct access to Tring Road.</p> <p>I look forward to hearing from you.</p>

Include files	
Number	Question 46
ID	LPIO8195
Full Name	MOIRA COWIE
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 below my response to Question 46 relating to Dacorum's New Local Plan: Issues and Options Consultation – November/December 2017</p> <p>Question 46 - Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it?</p> <p>Answer: Yes</p> <p>I am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring, for the following reasons:</p> <ul style="list-style-type: none"> • This land is adjacent to Chilterns AONB • It is green belt land • The site was overwhelmingly rejected last time round. Surely its identification yet again as a possible site for expansion makes a mockery of the consultation process? • It is completely inappropriate to locate industrial units and warehouses near the town • It would cause traffic congestion and consequent pollution • There are no plans for adequate infrastructure - schools, car parking in the town or at the station (where the car park is already full to overflowing at 8 am on weekdays) • Valuable farmland would be lost <p>It is an important wildlife site</p>
Include files	
Number	Question 46
ID	LPIO8199
Full Name	MRS VALERIE LEE
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>WAYSIDE FARM - SITE REF KL-h3 - school educational visits, family day outings, dog walkers, rambling, the raw milk shop, local wildlife, community amenity area. - ALL WOULD GO. - Extending the south-west corner of the village with traffic access off the Watford Road would just merge KL with Watford. I personally worked on Wayside Farm and have watched its progress over the years and it has become the hub of the village. The tenant, Charlie Wray helps the community in so many charitable ways as well. He has worked dam hard to keep the farm going, always looking to the future and let us not forget that this is one of only two remaining Jersey herds in Hertfordshire. At the North of the village there are so many offices for rent, lying empty and have been for a few years so why would you even suggest that offices could also be built on this site. YOU WANT TO DESTROY ALL THIS!!!!!!</p> <p>Q46_</p> <p>RECTORY FARM - SITE REF KL-H2 - Home to many small businesses, our local TIK association, providing fresh local produce which is sold at the village market, an inspirational scheme and growing all the time. Also amenity land, many residents maintaining the allotments for the good of all. I understand that this land has been sold, for what! To provide houses for the local people - at 80% of current market value - I think not. And was this site in the past, thought to be not feasible because it was designated as a flood plain site? Q46</p> <p>HILL FARM - SITE REF KL-h1 This proposed site would cause chaos at the top end of the village. The traffic from the school runs is bad enough without adding to it. We simply cannot endanger the lives of our children. All traffic entering and exiting the proposed area would have to traverse roads where children walk to and from school. There is only one pedestrian crossing at the top end of the Common, this proposal makes no sense whatsoever. Hill farm is completely inaccessible and in an area that is already severely congested due to the High School traffic. Q46_</p> <p>SHENDISH - SITE REF HH-H3 -Although this area falls under the Hemel Hempstead postcode area, it is and has always been considered, part of the Kings Langley Parish. The residents there all use the village doctors, dentists, schools, shops, amenity areas. Further development would add to the already overloaded infrastructure in the village.</p>
Include files	
Number	Question 46
ID	LPIO8205
Full Name	NATALIE ADAMS
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	In answer to question 46 I am highly concerned about the access arrangements for the shendish manor sites, as Rucklers Lane and its junction with the A4251 could not take the traffic generally by the this scheme or a smaller version of it.
Include files	
Number	Question 46
ID	LPIO8210
Full Name	Mr Keith Ward
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Similarly, I note two further interesting facts regarding how the plans have been formulated. Firstly, that you have included the Shendish proposal as part of the South Hemel development plan, and secondly that, for reasons best known to yourselves, you have included Kings Langley sites as key site options for consideration in Hemel. Again, hopefully innocent mistakes but I am left wondering if data is being manipulated here.</p> <p>I also have serious concerns regarding infrastructure, which is already straining at the seams. Both health and education simply will not cope with any further expansion. Working in a senior role in healthcare myself, it is clear that any expansion of GP services will not be forthcoming, and local secondary services have seen swingeing cuts in recent years which are unlikely to be reversed anytime soon. What assurances will be given in this regard should any proposals be adopted?</p> <p>The same applies to schools. My own children are through school (and indeed university) now, and things were both crowded and underfunded then. Both went to local state schools, and my wife is a teacher working locally, so I think I speak with some knowledge when I say that we do not have the capacity to cope with any further development.</p> <p>And that assumes they will actually be able to get to school safely in the first place. Transport links cannot cope as things are now. Traffic congestion is becoming intolerable at peak hours, and safety issues will become critical should there be significant expansion of the village. And as a rail commuter from Kings Langley (for the last 26 years), I have seen capacity stretched and stretched and consider it is now at the point that there just is no more room to expand it. Car parks are full before the end of the rush hour, and my journey now</p>

	<p>starts 90 minutes earlier than it used to just to ensure I can get on a train.</p> <p>To an area I feel particularly strongly about. From an esoteric and community standpoint, I am concerned that the proposals take no account of the character, individuality and quality of life in Kings Langley. As a Londoner by birth myself, and having left many years ago to escape the relentless growth of urban sprawl, I am appalled that the 'terracing' of villages (for that is certainly where this will lead) is even being contemplated.</p>
Include files	
Number	Question 46
ID	LPIO8213
Full Name	NORMAN AND HELEN NICHOLLS
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 have been looking at the consultation document regarding future planning requirements for the Dacorum borough and we are very concerned that there appears to be a move towards excessive house building in Berkhamsted.</p> <p>We moved to Berkhamsted nearly 40 years ago because it has so many strengths and is a wonderful area to raise a family. Over time there has been more and more development (partly because developers can charge premium prices in Berkhamsted and make large profit margins) and it has become more difficult to park in town, get a doctor or dentist appointment etc and is putting pressures on the towns infrastructure.</p> <p>Any new developments will just add to the problems and also drastically change the ambience and nature of this old town - something the current residents do not want.</p> <p>So we would like new housing developments to be severely</p>
Include files	
Number	Question 46
ID	LPIO8214
Full Name	SHERRY 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>Question 46 – Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note that accompanies it?</p> <p>Answer: Yes</p> <p>I strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town it's enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LP108223
Full Name	Mrs Suzanne Nixon
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 makes sense to concentrate high density development in larger towns that have the infra-structure to cope with this and/or the means to more easily provide what will be needed. Hemel Hempstead was designated a new town in the 1950s and further development there will not drastically change the character of the town. It is also notable that the town was designed with many open green spaces and some woodland which gives it a pleasing aspect. Any future development should respect these spaces.</p> <p>Smaller towns such as Berkhamsted and Tring will not be able to cope with the scale of development being proposed by the higher options relating to question 40. Berkhamsted, where I live, is already struggling to cope with the volume of traffic in the town centre. It is a town in a valley with narrow streets. There is a limit to how</p>

	<p>much development it can take. There has already been substantial building in the town over the past 20 years. The nature and appeal of these small market towns would fundamentally change if over-development is allowed.</p> <p>PROVISION OF INFRASTRUCTURE</p> <p>A crucial issue attached to future development on the scale proposed.</p> <p>As infrastructure is often provided by authorities outside Dacorum, the Borough must be determined in insisting that growth can only be accommodated if matched by infrastructure improvements.</p> <p>This has not been the case regarding Hemel Hospital and Gossoms End elderly care. Dacorum's record on this is not encouraging.</p>
Include files	
Number	Question 46
ID	LPIO8225
Full Name	Phyllis 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>As a lifelong resident of Kings Langley I strongly object to any development on green belt land in Kings Langley especially Wayside Farm.</p> <p>The roads in and around the village are already overcrowded and the building of new houses will only add to that congestion.</p> <p>Any new dwellings will not be for local people but for incomers on large salaries who can afford the inflated prices. So called affordable housing is a joke.</p> <p>Kings Langley is a village and needs to remain as such for our children and our children's children. Our green belt is a precious commodity which allows us some respite from congested roads and toxic fumes.</p>
Include files	
Number	Question 46
ID	LPIO8227
Full Name	Tracey Roper
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'd like to put forward my views regarding the proposals for new building/development within Kings Langley.</p> <p>Kings Langley is a fantastic village and to retain the vibe and feel of a village, having vast amounts of new housing builds would completely destroy this. But my absolute main concern would be losing the good things we have already. Wayside Farm being one of these. Wayside Farm is such an amazing addition for the village, offering so much for the community with amazing raw milk and now a farm shop, which I visit many times a week.</p> <p>Having such options is what makes Kings Langley special and great. There is nothing else like this around or on our doorstep, so the treat of the farm being closed due to new housing builds is a real worry to me and I feel it would be a terrible thing to happen.</p>
Include files	
Number	Question 46
ID	LP108228
Full Name	Carl Stokes
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 objection to proposed planning for Tring & specifically Ref Site Tr-h5-Land at Dunsley Farm</p> <p>As a long term resident of Tring, I was extremely surprised and disappointed to learn of the size and scale of the new proposed redevelopment of Tring.</p> <p>The local town centre is already packed with traffic, has little or no car parking to support local shopping, businesses and facilities and the schools, doctors surgeries and local hospitals are already under immense pressure due to unsustainable numbers of houses being built around Tring, in Aston Clinton and other areas.</p> <p>The infrastructure required to support the size and scale of some of the proposed developments, such as specified in Ref Site Tr-h5-Land at Dunsley Farm are simply not in place and are unlikely to be in place unless the local authorities and government consider major new improvements in the road networks, public transport, schools and all medical services, including local hospitals BEFORE any building.</p> <p>Therefore with regard to Question 46 in your recent survey..</p> <p>Do you have any feedback on the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it?</p> <p>Answer;</p> <p>Yes I am strongly opposed to the inclusion of site reference Tr-h5-Land at Dunsley Farm. It is Green Belt</p>

	land, on a site of natural beauty here in The Chilterns, the site has been over whelming rejected previously and roads around this area are already busy and dangerous, as we see many accidents at these junctions. The size and scale of the development are also wholly unsustainable within the local area.
Include files	
Number	Question 46
ID	LPIO8233
Full Name	Mrs Mary Alpert
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	For these reasons I would not support the plan to develop four sites around Bovingdon and could only support Plan 2B
Include files	
Number	Question 46
ID	LPIO8234
Full Name	Mrs Mary Alpert
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 Bovingdon and have observed over the past few years an increase in the number of people moving out of Greater London into this area. The facilities locally are insufficient to sustain even the present population comfortably. There is very little employment in Bovingdon itself, and the inadequate bus services mean that people are forced into their cars to get to work. I have observed that more people are travelling into Greater London to work. Yet the car parks at both Chesham and Hemel Hempstead stations are usually full by 8am. The current bus services are little-used because they do not meet local needs and people are forced to own and use their cars, adding to pollution, traffic and parking problems.</p> <p>Whilst I am not in principal against building in the Green Belt as such, providing that it consolidates existing settlements and avoids urban sprawl, any major expansion of housing in Bovingdon would have to be accompanied by a substantial increase in local infrastructure. This would include car parking, school places, medical facilities, bus services etc. An increase</p>

	<p>in numbers of new houses on the scale envisaged (the four sites) would put an undue burden on the already inadequate facilities and roads. Already there are traffic and parking problems in Bovingdon and a lengthy tail-back along Box Lane/Hempstead Road, at certain times of day. At the very least there should be a regular shuttle bus service between Bovingdon/Chipperfield and the stations at Chesham and Hemel Hempstead, and an increase in parking provision at the stations. It is unlikely that developers would provide this via S.106 and CIL. Regarding bus services, at the moment Bovingdon is just a stop on much longer and infrequent routes. The services end early in the evening and the service to Hemel doesn't start early enough in the morning to be of use to commuters.</p>
Include files	
Number	Question 46
ID	LPIO8235
Full Name	Jamie Matthews
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I've just heard about the proposed plans to south Berkhamsted for more housing, and I would like to formally object to the plans
Include files	
Number	Question 46
ID	LPIO8236
Full Name	Jamie Matthews
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>If you have lived here for any extensive period of time, you will already be aware of just how busy the town has become over the last few years.</p> <p>All of this has been driven by the increase in housing developments. The result is clear for all to see - unnatural strain on the trains, the parking, the congestion, the schools, the doctor services - the list goes just goes on and on.</p> <p>Berkhamsted is already carrying a heavy burden for other areas, so please stop, take a breath and look elsewhere for development.</p>

Include files	
Number	Question 46
ID	LPIO8238
Full Name	James McGahern
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 encourage you to come and see how busy Berkhamsted is traffic wise already and that the majority of housing that's been built already goes to luxury developments and not to affordable housing. Berkhamsted is a beautiful town and has met its targets and obligations for the council in terms of house building already. Hemel Hempstead has the capacity and infrastructure to handle and increase. I feel further housing on the south side of Berkhamsted will cause massive delays and congestion and a strain on already difficult infrastructure issues. Regularly on evenings traffic backs up from Bourne End trying to get back into Berkhamsted's south side end.</p> <p>If you lose the character from towns such as Tring and Berkhamsted they become less attractive places to visit and draw less people into the area to spend on the local economy's.</p>
Include files	
Number	Question 46
ID	LPIO8240
Full Name	Mr Kevin Long
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 do not wish to see Kings Langley becoming part of Hemel Hempstead and feel that any development of Shendish would merge the two together. Furthermore any development at Shendish would need redevelopment of the road system in the area in order to cope with increased traffic volume, station parking and train provision would need increasing and infrastructure such as Doctor provision would need to be provided.</p> <p>Kings Langley is a village and this ethos needs to be maintained. Vast developments will turn it into a town and this ethos will be lost. Some proposed developments do not seem to take this into account. Traffic in and</p>

	<p>around Kings Langley is already very heavy at peak times, any further increase in houses and therefore traffic volumes will no doubt bring traffic in the area to gridlock.</p> <p>We would also like to emphasise that Shendish is part of Kings Langley even though we have a Hemel postcode!</p>
Include files	
Number	Question 46
ID	LPIO8242
Full Name	David Beaumont
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 to express my concerns with the local plan as regards Berkhamsted and, in particular, Bell Lane.</p> <p>On a general level, the plan envisages a significant increase in population, predominantly on green belt or agricultural land. The green belt is a national resource which should not be reduced without there being a clear need and no alternative. As I am sure has been pointed out by others, Berkhamsted has already contributed more than its share of new housing whilst other towns have lagged behind. Further development in Berkhamsted should be deferred until a fair balance has been achieved.</p> <p>There is a need nationally for more housing but the potential sites proposed in Berkhamsted have all been suggested by developers. All state that there will be some affordable housing but experience across the country shows that the likelihood is that this will be minimal and that we will end up with yet more half million plus homes that are completely unaffordable by most first-time buyers. All state that there is 'potential' to assist with improvements to the infrastructure yet little in the way of specific commitments. Berkhamsted is already crowded with full trains to London, limited parking, traffic congestion and stretched medical provision. Adding the number of homes envisaged would also affect education provision. Any developments should be preceded by concrete plans to improve facilities and infrastructure before placing further demands on those existing. In addition there are clearly other sites within the town that could be used and which would have less effect on the green belt and/or existing developments. These should be considered, not just those where the owners/developers can make money. It would be good to see a plan where the council looked independently at what could be done to provide housing and was not seemingly driven by the developers.</p>
Include files	
Number	Question 46

ID	LPIO8243
Full Name	David Beaumont
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Now to the specific matter of the proposal for developing two sites between Bell Lane and Darrs Lane (site reference Be-h4).</p> <ul style="list-style-type: none"> • This is green belt land used for agriculture - again I would stress that green belt land should be used only as a last resource. • These particular sites abut an area of natural beauty, are a valuable site for wildlife and are of archaeological importance - Grim's Ditch. • The sites are on a steep slope creating drainage problems - something to which existing residents of Bell Lane can attest. • Sink holes exist along Bell Lane giving the danger of subsidence. • There is no infrastructure in place for the huge development envisaged - no gas, sewage - and no transport resources. Residents would have to use private transport. • Bell Lane and Darrs Lane would need significant widening or traffic would merely exacerbate the problems along Shootersway and Durrants Lane. Even then, the significant loss of hedgerows that this would require would mean simply that more traffic will try to get to the A4251 and make it and Granville and Westfield Roads even more congested than they are now. <p>Other potential sites further along Shootersway can only add to the problems.</p>
Include files	
Number	Question 46
ID	LPIO8245
Full Name	A Nudd
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am writing to you to lodge my objection with regard to the south Berkhamsted concept of the Local Plan.
Include files	
Number	Question 46

ID	LPIO8247
Full Name	Mr Christopher Talbot-Ponsonby
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Whilst it is unfortunate if we have to loose large chunks of Green Belt, I feel that Berkhamsted has natural boundaries. Q46 - Berkhamsted</p> <p>Be-h3 Example one building up to Bullbeggars Lane as that is a natural boundary with the Hall Park Estate opposite and uninterrupted green space towards Bourne End.</p> <p>Be-h4 Now that the Egerton Rothesay site has been built, it is only natural that the land next to Blegberry can also be developed.</p> <p>Be-h2 Haslam Fields. I think These are relatively small sites that may not affect the infrastructure too much.</p> <p>Be-h1 is too large a site and the town cannot cope with such a site.</p> <p>Not only would we have to cop[e with the extra traffic, schools, etc, I cannot see how the extra sewerage can cope. I agree that the development would be built to modern dimensions with modern pipes etc but it would link up to the existing system which is unlikely to be able to cope.</p>
Include files	
Number	Question 46
ID	LPIO8248
Full Name	Mr Christopher Talbot-Ponsonby
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 relates to Berkhamsted only</p> <p>I would like to make a general comment on the plan and not specifically to the three options or questions posed.</p>
Include files	
Number	Question 46
ID	LPIO8251
Full Name	Breege Curtis
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Objection 1: Page 60 refers to replacing Wayside Farm (working dairy farm) with an Industrial Estate.</p> <p>To assist in safeguarding the countryside from encroachment, the development of this site would represent an encroachment into the countryside as well as the quality of the countryside here is relatively high and is important for agriculture. The area is within the Chiltern Area of Outstanding Natural Beauty as well as a special area of conservation within the protected green belt.</p> <p>The working farm is part of heritage and ethos of the village of Kings Langley and is very important for food security as well as its extensive usage by the residents of the village. The farm is one of the county's last surviving working dairy farms and nationally one of seven. The farmer has paid to the County any relevant rents payable in accordance with his lease agreement and is actively serving the population of Hertfordshire in terms of his products and services from the farm.</p> <p>In addition the site is well used for recreation by local residents.</p> <p>Development of this site would have an impact on views when entering the village from the south.</p> <p>The site is located within an '18th-19th century enclosure' (Historic Landscape Characterisation) and contains one Listed Building. There could therefore be adverse effects of developing this site on historic & cultural assets.</p> <p>I would request that the approval is not given under any circumstances and other brown field sites are used within Dacorum Council rather than green belt land. The scale of the proposal will result in major outward expansion of the existing built-up area into the Green Belt to the west of the village. The expansion would almost double the size of the existing village. The scale of the development would be out of scale with the size of the existing historical village.</p> <p>Objection 2: • Page 47 states Kings Langley has the capacity to only build a further 50 houses (although development on the proposed GREEN BELT plots will be 1,000's)</p> <p>The Green Belt amenities at Wayside Farm and other green belts plots around Kings Langley are irreplaceable:</p> <p>Wayside Farm offers a valued landscape to village residents</p> <p>It has one of only two Jersey cow herds left in Hertfordshire, which yield high quality Raw Milk for local residents and visitors from around the M25</p>

	<p>It offers educational visits to local schools to learn about the processes of milk production and animal husbandry. It offers open fields and pathways within easy reach of Kings Langley for walkers, joggers and dog-owners to access.</p> <p>Wayside farm has historical significance. The top of the farm near to Rudolph Steiner School was once the location of Queen Eleanor's 13th century Palace. Scheduled ancient monuments are located on Wayside Farm between the A4251 and the canal and these need to be protected.</p> <p>Under National Planning Policy Framework 2012 (NPPF) rights of way need to be protected. Wayside Farm has rights of way which are popular with ramblers, and dog walkers. These rights of way are not mentioned in the Dacorum Local Plan, which is misleading.</p> <p>Vehicle access from Wayside Farm during peak hours would be extremely difficult and time-consuming due to the considerable traffic tailbacks on the A41 and A4251 which already exist at peak times.</p> <p>There is a lack of justification for building additional office space in Dacorum due to so many offices already being empty or not fully occupied as well as land designated for employment purposes on established commercial areas such as Maylands Avenue in Hemel Hempstead. Wayside Farm should not be considered for office developments etc.</p> <p>It should be noted that a large office building, Enterprise House, situated between Kings Langley station and M25, was recently converted to flats. There is not adequate demand for offices in Kings Langley village to warrant further office development.</p>
Include files	
Number	Question 46
ID	LPIO8254
Full Name	Breege Curtis
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Thank you for consideration and for adding my comments to relevant literature and to oppose building within the protected green belt.
Include files	
Number	Question 46
ID	LPIO8257
Full Name	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>Question 46 – Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note that accompanies it?</p> <p>Answer: Yes</p> <p>I strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town it's enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LPIO8258
Full Name	Vivian Watson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Doreen and I were amazed and concerned to see the above site is being considered as part of the new local plan. We feel sure that you would have been inundated with objections but believe we must add our views for consideration.</p> <ol style="list-style-type: none"> 1 Ivy House Lane is a single track road without a footpath with no opportunity to alter its status. 2 It is also very steep in places and not good for bikes or walking, particularly in the winter. 3 There is no other access to the field. 4 Access to the north of Berkhamsted is via two narrow railway bridges (Ivy House Lane or Gravel Path) and one has a weight limit. 5 The canal bridge below Ivy House Lane is only wide enough for smaller vehicles.

	<p>6 The current local plan recognises that access to Berkhamsted is mostly via the A41 and therefore any new developments should be on that side of the town to prevent traffic crossing the High Street.</p> <p>7 There are no public transport facilities in the area so everyone would need to use a car. It is too far from the station, schools and centre of town for most people to walk.</p> <p>8 Drainage is an issue. The dip at the bottom of Ivy House Lane regularly floods and this would be made worse if rainwater could not soak into the field.</p> <p>9 Sewerage is also a problem as some of the residents in Hunters Park already have issue with the drains which are buried in the field.</p> <p>0 The land is adjacent to an AONB and because it is on a hillside with a drop of about 200'. No amount of screening could hide any new development.</p> <p>1 Previous local plans have seen the wisdom of keeping this space green. Why should we now question their wisdom?</p> <p>2 The identity and integrity of our town is in part based on its isolation from the urban sprawl of Hemel Hempstead. This field is Berkhamsted's closest point to HH and its loss would be a 'nail in the coffin' for our independence.</p> <p>3 The field is constantly used productively for agricultural purposes. There are other fields which are not.</p> <p>4 The field is a home to wildlife, both flora and fauna. A loss of habitat would cause a negative effect on our environment.</p> <p>5 The Green Belt status, which has existed since 1947, provides protection of the environment for future generations. We have heard from the government of its intention to maintain Green Belt. If our generation 'moves the goal posts' we will have to be recognised as the generation that destroyed our town.</p> <p>Thank you for taking the time to read this. We trust that our contribution will be taken into account when making any decisions.</p>
Include files	
Number	Question 46
ID	LPIO8260
Full Name	Rob Wakely
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The draft Dacorum Local Plan fails to show:

	<ul style="list-style-type: none"> • how to ease the pressure on this part of Dacorum's creaking infrastructure (public transport, cycling and walking, roads, parking, schools and playgrounds, GPs, drains, water and utilities) from recent housing developments, let alone the demands of further housing development; • how further housing development is consistent with the stated aim to protect and enhance what local people love about where we live; <p>how the community can be guaranteed that new housing will be developed sustainably meeting the highest environmental standards;</p>
Include files	
Number	Question 46
ID	LPIO8262
Full Name	Ben Catt
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 my strong objections to <u>any</u> housing developments in Bovingdon for the following reasons:</p> <p>Dacorum has a core strategy that "minimises impact on green belt" and "safeguards the countryside"- Bovingdon does not want to become part of the urban sprawl that may areas around Hemel and Chesham have become. To build on green belt increases the risk of flooding and Bovingdon suffered a bad flood affecting a number of houses recently. The reduction in green space impacts on the soil quality and the drainage and sewer system.</p> <p>An increase in housing means more traffic and more pollution in the air- we live on the Chesham Road where the pavements are ridiculously narrow and where traffic already whips past perilously close to pedestrians. Access to and from Bovingdon is regularly impeded by heavy traffic especially at rush hours and weekends when the busy Bovingdon airfield market is on, with traffic tailing back from the Hempsted Road to the bottom of Box Lane. If there are any road works or accidents Bovingdon and the surrounding lanes become quickly gridlocked. The High Street cannot cope with the current traffic load now with cars, lorries, vans and buses mounting the pavements to get through, putting pedestrians including the many children who walk to the primary school, at risk. The roads are just not suited to the number of vehicles that currently attempt to travel through our village with stand offs a regular occurrence. There is inadequate parking in the village and nobody to enforce parking regulations.</p> <p>Community services for Bovingdon, such as the school, doctors and NHS dentists are already stretched. Further</p>

	<p>influx of people will only worsen this, impacting negatively on the community. Secondary school places have always been contentious for the youngsters of Bovingdon- where will these extra school age children be educated?</p> <p>To summarise, as a resident in Bovingdon, I believe the infrastructure of Bovingdon is already at full capacity. We have 90 proposed developments in the existing plan to add to this. Please save our village!</p>
Include files	
Number	Question 46
ID	LPIO8263
Full Name	Jan Andrews
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 objections to the future planning of building houses in Bovingdon is the lack of planned infrastructure. The roads are inadequate for the number of cars the buildings will generate, the school is not big enough and the underground pipes for sewage etc will not equip the houses proposed, which already houses around the Moody estate and Hamer Close will testify to.</p>
Include files	
Number	Question 46
ID	LPIO8265
Full Name	Amanda 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 write to you to formally object and express my dismay at the proposal to develop green belt land for industrial/commercial/residential use in Tring.</p> <p>The site in particular I reference is the 12 acres of Dunsley Farm (site Tr-h5).</p> <p>Any development here would have a massively detrimental impact on our local environment and to our community living conditions.</p> <p>Additional housing is in stark need nationwide there's no doubt about that, but to build additional housing in a village where it's nigh on impossible to see a GP, where the schools are already bursting at the seams and in a</p>

	<p>village where there no hospital and out of hours NHS support is just not viable.</p> <p>Another petrol station and another supermarket are simply not needed in Tring. There are ample fuel stations in and around Tring, not least the Shell garage under a mile away from the proposed site. With a Tesco supermarket opposite Dunsley Farm there is no need nor demand for more.</p> <p>The noise and pollution generated from daily HGV's in and out of the current Tesco are already enough!</p> <p>London Road into and out of Tring is very congested with local traffic. I live on this road and already suffer the aforementioned heavy goods vehicles, as well as taxis and local traffic running past my property. A new development will only exacerbate the congestion, noise and pollution into the village.</p> <p>We live in an area of outstanding natural beauty. When the village was transformed by the Rothschilds at the turn of the century, it was no mistake the train station was built miles from the village centre.</p> <p>They (as we) want to keep the village as a community for its residents keeping the harmony of surroundings whilst not overburdening the local services. As a semi rural heart, where nature has the breathing space offered and protected by the great green belt land.</p> <p>Not as a commercial hub for needless warehouses, increasing a populous without the amenities to properly service them and adding another unneeded fuel station and supermarket.</p> <p>We do not need more urban sprawl on green belt land. Land that in fact has been overwhelmingly rejected for development in the past.</p> <p>I would like to be kept fully informed of any further information and development. Please let me know where I can get new information on this proposal.</p>
Include files	
Number	Question 46
ID	LP108266
Full Name	Amanda Parker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I'm certain a larger town like Hemel Hempstead, Aylesbury or Watford would be able to accommodate such a development.
Include files	
Number	Question 46
ID	LP108267

Full Name	Neil Maxwell
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 wife and I are appalled at the possibility of so many new houses being earmarked for Bovingdon in Dacorum's strategic local plan.</p> <p>The village infrastructure struggles to cope as it is, and any development beyond the 90 new homes in the existing plan would seriously harm quality of life.</p> <p>Bovingdon has no ready access to major road routes, and its existing road network is a legacy of the days when traffic was at a minimum. With more older children continuing to live at home because of cost, a development of, say, 150 houses could mean perhaps an extra 375 cars in the village, perhaps more, with a knock-on effect on surrounding hamlets.</p> <p>Furthermore, Bovingdon primary academy would be unable to cope with an influx of younger children.</p> <p>We seriously hope that Dacorum planners see the error of ripping up green belt fields and wrecking a village.</p>
Include files	
Number	Question 46
ID	LPIO8268
Full Name	Neil Maxwell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>There are several alternative options for building in Dacorum, including some sites with easy access to the A41 and M25, for instance. That would be far more sensible.</p>
Include files	
Number	Question 46
ID	LPIO8269
Full Name	Mrs Thacker
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 major concerns for the development being proposed to the are of Tring. Not only is there a massive concern already over the services of this market town not being able to cope with the existing amount of residents/footfall but the station itself has issues as well for which affects the community. It is rather easy to throw numbers in the air but people in high office need to understand the affect it has on communities, especially when it comes to small towns and services that end up being stretched. If there is no balance and basic sense applied to this the council and others will have a greater problem on their hands. There must be a long term sustainable strategy - this proposal clearly shows and once again, very little thought has been applied.</p> <p>I trust that my objection to the proposed housing development in Tring will be taken on board</p>
Include files	
Number	Question 46
ID	LPIO8271
Full Name	Mrs Thacker
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>On a brighter note, there is land around the country where infrastructure allows for more house building in areas such as Hemel Hempstead, Aylesbury, Basildon a bit further a field and I appreciate it is not Hertfordshire but what I am highlighting is the infrastructure in certain areas already is designed for more homes to be build.</p>
Include files	
Number	Question 46
ID	LPIO8272
Full Name	Mr Phil Hodgson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Response to request for feedback on sites contained in the draft Schedule.</p> <p>I want to register with you several strong objections to the proposal for developments on green belt land around</p>

Tring, particularly on Tr-h1 north of Station Road and the Dunsley Farm site, Tr-h5.

Taken together just these two sites are huge, and with the other sites **possibly represent ¼ to ⅓ of Tring's total existing area**. They are edged by several important access roads for Tring and the surrounding area. The construction itself will cause severe disruption, noise, and pollution.

When work is finished the impact on Tring of these sites would be enormous and largely negative. Tring is still a small market town whose narrow town centre is already under pressure with a high street that struggles to cope with existing traffic. The High Street is even now frequently at a standstill, and there are several times each weekday when parking is impossible.

The impact on the roads in and around Tring would be appalling. Not only would there be considerable heavy traffic related to the construction phase, but any industrial units would have many lorries and vans arriving. 1000 + 600 homes on Tr-h1 and Tr-h5 also suggests **an extra 2500 — 3000 cars in the area around Station Road alone**. The Eastern side of Tring already carries heavy goods traffic from the recently re-opened Pitstone quarries to the A41 dual carriageway. The Railway Station and surrounding farms generate a lot of heavy goods traffic, as does Pendley Manor when hosting major events attended by thousands. The proposals will add to congestion to roads that at certain times are already extremely busy.

Overall Tring does not have the road structure to cope with this amount of extra traffic. You are condemning residents to noise, pollution and traffic queues.

Taken together the whole plan is for 2430 homes. If Tring town centre, high street and main transit roads could safely and easily be radically enlarged then the addition of 2430 homes to the area would be a reasonable proposition. But dumping 2430 homes onto an already stretched environment will reduce the quality of life for new and existing residents. Tring's population at present is around 12,000 and these additions will bring in **perhaps another 7000 — 9000 people. An increase of 60% — 75%!** Count our existing schools, car parks, doctors' surgeries, police, roads etc. This is far too great an assault on the Town. The result will be that everyone suffers.

...

Past proposals for these Tring sites have, rightly, been overwhelmingly rejected. These proposals should be rejected again

Include files	
Number	Question 46
ID	LP108275
Full Name	Fiona Cannon
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish is in Kings Langley Parish Council and has been part of the village for hundreds of years.</p> <p>You may recall some 14 years ago, there was a dispute between Dacorum and Kings Langley Parish Council naming our road. Dacorum named the road "Parker's Place". Kings Langley Parish Council contested the naming as Shendish is in Kings Langley Parish Council and therefore within their jurisdiction for street/road nomenclature. The road was subsequently and rightly changed.</p> <p>To propose Shendish as an area of development, would in our opinion, make the listed Manor and proposed spa considerably less attractive being surrounded by a new housing estate and school. This may be why the owners of the Manor appear to be delaying the construction of the extension and spa? They may well have come to a conclusion that the proposal is a threat to their continued success. This may ultimately result in the Manor being unsustainable as a business and enforcing its closure and that of the golf course. This in turn, would negatively affect both the local economy and amenities.</p> <p>The narrow single access road and bridge leading to Shendish Manor was originally designed to service a private dwelling, pre vehicle, and not a 900 + housing estate, school and the business traffic that the Manor generates. To propose that placing traffic control measures on the bridge would somehow fix or ease the problem of access and congestion is simply ludicrous and unsustainable. This would undoubtedly cause horrendous tailbacks backing up on both sides/approaches to the bridge all the way to the London Road. Furthermore, the additional traffic would make the blind bend leading to the bridge (from the London Road) even more dangerous than it already is.</p> <p>The proposal to access the new Shendish development from Rucklers Lane is unworkable by the constraints of the existing narrow road. Even where Rucklers Lane is at its widest, it struggles to cope with current traffic flow due to residents' parking on both sides of the Lane. Short of making Rucklers Lane a No Parking Zone, eg double yellow lines on both sides of the road, which would be totally unacceptable, it could not possibly cope with additional traffic. The situation is compounded towards the western end of Rucklers Lane and towards the underpass with the A41 where the lane is so narrow it necessitates the use of passing areas when meeting head on traffic. Rucklers Lane was first built to accommodate horse and cart and not hundreds of additional cars, school traffic, delivery vans, lorries etc.</p>

Include files	
Number	Question 46
ID	LPIO8278
Full Name	Fiona Cannon
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 Plan states; "Improving and providing new infrastructure is key to supporting new development", "needs to balance local housing need level of development to be ... in a sustainable manner".</p> <p>Since the development of; Aspen Park, Apsley Lock, Sappi/Nash Mills, Holiday Inn, Aspen Court flats, Bond Court flats, Apsley station flats, opening of Apsley Council Offices, Ovaltine, Aldi, the proposed Mosque, the proposed Stationer Place flats in Apsley and other small in-fill developments, there has been no evidence of "improving and providing new infrastructure" nor done in "a sustainable manner". These developments have occurred in the last 15 years. At what point does the improved infrastructure begin?</p> <p>To propose Shendish as an area of development, would in our opinion, make the listed Manor and proposed spa considerably less attractive being surrounded by a new housing estate and school. This may be why the owners of the Manor appear to be delaying the construction of the extension and spa? They may well have come to a conclusion that the proposal is a threat to their continued success. This may ultimately result in the Manor being unsustainable as a business and enforcing its closure and that of the golf course.</p> <p>This in turn, would negatively affect both the local economy and amenities.</p> <p>The narrow single access road and bridge leading to Shendish Manor was originally designed to service a private dwelling, pre vehicle, and not a 900 + housing estate, school and the business traffic that the Manor generates. To propose that placing traffic control measures on the bridge would somehow fix or ease the problem of access and congestion is simply ludicrous and unsustainable. This would undoubtedly cause horrendous tailbacks backing up on both sides/approaches to the bridge all the way to the London Road. Furthermore, the additional traffic would make the blind bend leading to the bridge (from the London Road) even more dangerous than it already is.</p> <p>The proposal to access the new Shendish development from Rucklers Lane is unworkable by the constraints of the existing narrow road. Even where Rucklers Lane is at its widest, it struggles to cope with current traffic flow due to residents' parking on both sides of the Lane. Short of making Rucklers Lane a No Parking Zone, eg double yellow lines on both sides of the road,</p>

	<p>which would be totally unacceptable, it could not possibly cope with additional traffic. The situation is compounded towards the western end of Rucklers Lane and towards the underpass with the A41 where the lane is so narrow it necessitates the use of passing areas when meeting head on traffic. Rucklers Lane was first built to accommodate horse and cart and not hundreds of additional cars, school traffic, delivery vans, lorries etc.</p> <p>To propose 4 developments in Kings Langley puts an impossible burden on the local community. Further access roads (if even possible) will simply exacerbate the present congestion by allowing more vehicles to access the arterial roads which currently are a daily nightmare. This presently is due to the lack of foresight and not adhering to "improving and providing new infrastructure" on developments within the last 15 years.</p> <p>Insufficient parking facilities for commuters in Apsley and Kings Langley, school run traffic, insufficient parking for shoppers which affects the local economy, non local traffic accessing the M25 and A41 will certainly not be improved by building hundreds of new properties.</p>
Include files	
Number	Question 46
ID	LP108279
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	<p>I am writing to you to express my views on the Local Plan Issues and Options Consultation. People in Berkhamsted, Northchurch and Tring are sadly being let down yet again by your Conservative council. The draft Dacorum Local Plan not only sacrifices precious green belt, it also completely fails to show how you will deliver affordable housing or address the severe lack of investment in supporting infrastructure. The figures you have used to estimate growth and the certainty associated with these estimates have not been reported clearly anywhere.</p> <p>All Options proposed mean the sacrifice of green belt land. I am not prepared to see green belt lost so that land speculators make vast profits from yet more £1 million homes. I want a plan which is genuinely designed to meet the needs of this great community. Green belt land should only be allocated for development if it is guaranteed that more than 50% will be genuinely affordable housing (and at least half of that social housing). I am a young person earning a good wage and it will be more than a decade before I could afford to buy in this area due to extortionate rents, commuting costs and house prices. Carers, teachers and NHS staff</p>

	<p>that our families depend on will soon be priced out of this area, and we are short of suitable and affordable supported housing for older people. These needs are not adequately addressed by the draft plan, and the lack of affordability is contributing to government suggestions that our house building should increase further.</p> <p>Above all, there needs to be a thorough assessment of the impact on Dacorum's creaking infrastructure (public transport, cycling and walking, roads, parking, schools and playgrounds, GPs, sewers, water and utilities). Decisions on where to build should be made on the basis of potential for building new infrastructure. The proposal to scrap sustainability standards is disgraceful - new developments should commit to high environmental standards. You should also commit to investing in transport and health to support our community and avoid worsening traffic congestion, air pollution and road safety in Dacorum.</p> <p>I reject the premise of your plan and the options provided. The rationale for each of these options and the associated planned infrastructure is not outlined, and seems designed to pit communities against each other. Your plan needs amending - it does not align with Dacorum's needs, capacity and character.</p>
Include files	
Number	Question 46
ID	LP108280
Full Name	Elizabeth Afonso
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 object to the following building developments for Kings Langley</p> <ul style="list-style-type: none"> - Shendish - Rectory Farm - Wayside Farm - Hill Farm <p>Having been an avid campaigner on the need for more housing it saddens me to object to plans, but I strongly believe that potentially doubling the size of a village without the sufficient infrastructure to absorb this would be catastrophic to the area.</p> <p>NIMBYism is inevitable with any new development, however I believe that it is crucial for plans to enhance and benefit the local community rather than destroy it. If new homes are built in the village as per the scale of development proposed this will cause:</p>

	<p>- additional traffic when there is already considerable traffic through a single narrow high street with no scope for expansion. Living on Watford Road I see the cars back up morning and evening and can't see how many more will be supported by the infrastructure. Instead new homes can be built with access to the existing A41 bypass</p> <p>- more pressure on an already crowded train service for commuters. It is standing room only on peak trains from Kings Langley so additional commuters simply wouldn't fit without significant improvements to the train service</p> <p>- destruction of beautiful green belt land, including one of only two working dairy farms in the county.</p>
Include files	
Number	Question 46
ID	LP108283
Full Name	Amy Simpson
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 the Dacorum Local Plan's proposal to build 1600 more houses in our town in addition to the 628 recently built and the 600 already planned.</p> <p>Berkhamsted is already struggling with a growing population and more families joining the town. It very difficult to get an appointment at my local GP surgery, one of only 3 in the town.</p> <p>The roads of a steep valley of a town are already struggling with local and passing traffic and these narrow streets could not manage another 4000 additional cars which the plans would mean.</p> <p>Berkhamsted is taking its fair share of new houses being built in contrasted surrounding towns (Hemel Hempstead 21% below target). Do not build lord expensive houses in a town that has no more additional need for expensive houses.</p> <p>The roads, schools and surgeries of Berkhamsted could not cope with the large amount of houses being built. The traffic in this town is huge already - more houses, more cars, more car journeys will add to more air pollution for our children, more traffic and more damage to roads.</p> <p>I am against these plans and hope my voice will be heard.</p>
Include files	
Number	Question 46
ID	LP108286
Full Name	Professor Brian 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>We vote this way because of the disparity with Hemel Hempstead. After these first 10 years of the Core Strategy, Hemel Hempstead's development is 21% below its target whereas Berkhamsted is 34% above its target, in spite of having no improvement of infrastructure. Berkhamsted is in no position to follow the other options because of its grossly inadequate infrastructure, - schools, doctors surgeries, car parking. Being a steep-valleyed town intersected by canal and railway lines and with old narrow streets, traffic is already a nightmare.</p> <p>We've been resident in Berkhamsted for over 50 years and are anxious for the town's future.</p>
Include files	
Number	Question 46
ID	LPIO8291
Full Name	Clare Hitchcock
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 concerns are:</p> <p>A) services and roads are at full capacity</p> <p>B) We don't have the infrastructure of a town but of a village which is why we choose to live here and how it should be kept</p> <p>C) Getting to hospital would take too long in an emergency.</p> <p>D) The traffic is already too much to cope with , getting on to the m25 already takes 25 min from coniston Rd Parking is horrific and already needs to be increased.</p> <p>E) Kings Langley village would no longer be a village.</p> <p>F) Wayside Farm would be lost, which I think is wrong being one of only two remaining dairy farms in Herts</p> <p>I choose to live in Kings Langley moving from bushey because of the surrounding countryside and quieter pace of life and knowing others in the village.It has a unique character and should not merge with Hemel or Watford.</p>
Include files	

Number	Question 46
ID	LP108294
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>I would like to make a few broad points:</p> <p>In my view, Berkhamsted is already "full up", indeed too full due to recent housing developments that have taken place. The infrastructure (roads, parking, schools, doctors surgeries) are used to capacity and have no room for simple expansion. The shops in central Berkhamsted handle existing trade, but would be unduly crowded if required to cater for substantially greater numbers. There are a number of reports of overflowing drains which indicate the drainage is at capacity.</p> <p>Further to my comments I have just (friday 1100am) driven to Berkhamsted station to drop someone off (often we would walk but it was not practical on this occasion). Traffic was all blocked in Lower Kings Road because of congestion to get to Waitrose (which will not be much eased by the monstrous proposed car park development). This is a real life and immediate illustration of how Berkhamsted is already "full up", and just not capable of taking more housing - all the desk top and theoretical studies can be made, but they will not alter the reality of the situation.</p> <p>There seems no realistic scope for increasing the infrastructure without causing detriment to the market town and historic nature of Berkhamsted which should be retained. Once lost, that would never be recovered and its nature is all part of the essential ambience of the area. The town is constrained by being in a valley with quite steep hills on either side. Whilst that is an attractive and desirable feature it restricts the practicality of introducing additional useful pedestrian and cycle facilities.</p> <p>The town itself has a defined character by having borders which remain defined without merging into an urban sprawl, and it has rural aspects all around it. This will only be retained by holding the Greenbelt land sacrosanct. The building on land adjacent to the slip road off the A41 will detract from this feel, as would building on Haslam Fields (which anyway would create unacceptable traffic on the already overstretched Shootersway road and its junction with King's Road).</p>

This all sounds negative in the context of the question of where to build houses. It is not meant to be so - it is simply emphasising a fact. Therefore one should be looking elsewhere to find suitable sites.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-the-DBC-St-Alban-s-Macimp> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green

Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

- New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
- Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
- The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
- Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed,

especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
- Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
- Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
- Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance

from town and all vital facilities will be a key factor in their integration into the community or isolation from

- Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains
- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
- **Important issue** – TRL states "The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to

work or make their journey to the station by private ”

- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
- Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
- Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
- Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
- Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
- Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision

- facilities and services not accessible
- Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
- Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
- Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
- AONB currently separated from development at Hunters Park by this open agricultural area
- Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
- Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
- Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
- No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
- Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAC's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site

- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
- Impact on landscape/Chilterns
- Impact and visibility of development on valley
- Poor relationship to town centre services and facilities, employment land and

- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
- Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
- Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
- Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
- Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
- Site falls within area of Archaeological significance

- Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities

- Some distance from the town
 - Important transition area between the town and open
 - New building could set a precedent for further development of land to the A41
 - Site is too small to offer scope for additional town-wide leisure
 - Very close to the
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt
 - Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
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Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With

	<p>long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of</p> <ul style="list-style-type: none"> Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO8295
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>It does seem that Hemel Hempstead has much wider scope to absorb some new infrastructure, and for housing to be planned around that. The present policy seems to be that housing is allocated, and then some attempt to add required infrastructure follows (or not). This is the wrong way round. The area should be examined for space to add infrastructure without substantial detriment to the area, and housing then allocated accordingly</p> <p>BRAG response to Question 46 (please note full document is attached to Q46)</p>
Include files	
Number	Question 46
ID	LPIO8301
Full Name	Mr Derek Curtler
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Increasing homes without addressing the Village's major traffic congestion and parking will make both far worse. Infrastructure needs priority prior to any proposed development.</p> <p>Building/extending Bovingdon Academy on a new site would give great relief to the village centre. Eventually freeing the existing school for a new medical practise.</p>
Include files	
Number	Question 46
ID	LPIO8302
Full Name	Andy Tongue
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'm writing to state my objection in the strongest possible terms to the proposed Greenbelt development in the small village of Kings Langsey.</p> <p>The scale of the proposed development is totally unacceptable and will ruin the character of a small, friendly village, bringing with it traffic and strain on local services which simply won't be able to cope.</p> <p>The proposed development of Wayside Farm - a community asset and something which provides joy to many residents, especially young ones - in particular is totally disproportionate and would decimate the village.</p> <p>While accepting all local authorities are committed to building new housing, these proposed developments are way off the scale that could be considered acceptable for a village the size of Kings Langley - development should be proportionate and focused exclusively on brownfield sites of which there are plenty in and around Dacorum. The Green Belt in Kings Langley is needed to stop the village becoming part of Hemel Hempstead and to protect the character of this historic village.</p>
Include files	
Number	Question 46
ID	LPIO8304
Full Name	Mrs Karen 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 am writing with regards to the proposed building development plans within Kings Langley to share my views and concerns over these developments if they were to go ahead.</p> <p>...</p> <p>Another point that I would like to raise is that the congestion on the roads is already bad and at times at a standstill in the village as cars try to get onto the M25. How can proposing building 3000 plus homes help with this? I cannot see how many roads you build on the site they will all need to use either the A41 or the A4251 which are roads that simply cannot cope with such an increase in volume of traffic. A trip to the hospital can take at least an hour in rush hour, topped to this a further 3000 plus cars on the road it will simply add to travel time to an already overstretched hospital this is surely putting lives at risk if people cannot get to the hospital in an emergency.</p> <p>If these buildings were to go ahead Kings Langley will cease to be the lovely, safe, friendly village it has become and will just become an extension of either Watford or Hemel Hempstead with residents of Kings Langley suffering the most. For example, we will be unable to access hospitals in emergencies and our children will struggle to get into local primary and secondary schools with no real alternative being offered. I notice one of the plans is to build another primary school but no mention of extending the local secondary school to cope with the increased demand.</p>
Include files	
Number	Question 46
ID	LPIO8305
Full Name	Mrs Karen 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>Firstly, one of the proposed sites is on Wayside Farm – a greenbelt area – and one of the few remaining dairy farms in Hertfordshire. This farm plays a vital role in our community, our children love to visit the farm and we buy our local vegetables and milk at this farm. As a green belt land I feel this should be protected not only to future proof one of the remaining Hertfordshire farms but Charlie and his family have worked hard to produce a farm that is now at the heart of our community. Greenbelt land is that for a reason and must be protected before</p>

	<p>we turn Kings Langley into an urban jungle. Furthermore, to propose building such a vast amount of housing can only add to the pollution omissions with the additional housing and traffic that this will generate.</p> <p>The proposal also suggests building offices on this site, I assume with the aim to encourage economic development in the area. However, with so many vacant office buildings in and around Kings Langley, surely it would make more sense to fill offices that are already built rather than destroy greenbelt land for more offices which more than likely will remain unoccupied.</p>
Include files	
Number	Question 46
ID	LPIO8308
Full Name	ANNIE MARKS
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 the following objections to planing on this site .</p> <p>Over congestion High street now ! Where are potentially 300 more cars are going to park?</p> <p>Overworked drainage system can't cope resulting in flooding at the bottom of High Street.</p> <p>Disruption to rural life</p> <p>Roads will not cope with heavy construction also pollution from the duration of the work .</p> <p>Local community have already had enough to put up with The Prison , Bovingdon Market and Moody Homes .</p> <p>Closing of public houses , fighting off greenbelt planning issues that would have to be passed if you build on the land in Bovingdon.</p> <p>Etc etc , it seems never ending.</p> <p>After all this is a Village it should be kept as one !</p>
Include files	
Number	Question 46
ID	LPIO8310
Full Name	MR JAMIE and Jude GRAY
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Our conclusion is that Hemel Hempstead is much more suitable for expansion but ideally, new towns should be the solution.
Include files	
Number	Question 46
ID	LPIO8311
Full Name	MR JAMIE and Jude GRAY
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 concerned home owners in central Berkhamsted and would like to sum up our opinions as follows: -</p> <ul style="list-style-type: none"> - Berkhamsted is in a valley which means the the central area cannot expand to accommodate the needs of a greatly expanded population. i.e Traffic, doctors surgeries, schools, parking, shops. - Berkhamsted is ahead of the previously agreed expansion plans and should not be penalised for this. - Not all the brownfield sites have been used for development. - Greenbelt land should not be used for development.
Include files	
Number	Question 46
ID	LPIO8313
Full Name	TINOFARA CHIKU
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I write to object in the strongest possible terms to this proposed green belt development in our village. It is absolutely wrong to force the industrialisation of Kings Langley to the local community, like myself who has been part of the community for over 10 years. This is a village where people live here to be part of a community and should not develop business hot spot in London's shadow. As a consequence, Kings Langley could become a suburb which can be comparable to Hemel Hempstead overtime.

	<p>Kings Langley and the environment around it has an identity and heritage which is now become under threat for businesses to exploit the free green surrounding the village. Furthermore, increasing numbers of houses pose a threat to the local community in the form of traffic. Which was clearly stated to one of the increasing issues of Kings Langley written in the local magazine in February 2017 edition. In addition, we as locals ask why we are obligated to stand a side to see the infrastructure of Kings Langley declining and also our quality of life. We as a community has lost all forms of convenience, luxury and relaxation for families, children and the elderly population as there is little to noting to do in the local community.</p> <p>If this development goes ahead here neither the people who come in, nor those already here will have a decent quality of life. Why not build where there is room to put in a proper infrastructure and build a decent community, not destroy one that is already in existence.</p> <p>The village has already had all the brown field sites developed and all the adjacent areas in Apsley, grossly increasing traffic congestion. If green belt is to be destroyed, why do it here where there is so little left?</p> <p>Just another part of England which would have lost all it's love and heritage.</p> <p>P.S. I also strongly object to the proposal at Shendish for the same reasons.</p>
Include files	
Number	Question 46
ID	LPIO8315
Full Name	JOHN CHIPPERFIELD
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside Farm is one of two dairy farms in the Dacorum Borough, but unique in the county for its Jersey cows and the enterprising production of 'raw milk' to the public, of which I am a beneficiary and enthusiastic advocate. The site is traversed by public footpaths which take one out of the crowded everyday scene to areas of natural beauty and tranquillity. If you haven't visited Wayside Farm, please do.</p>
Include files	
Number	Question 46

ID	LPIO8316
Full Name	JOHN CHIPPERFIELD
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 concern at the proposed development of the few remaining open spaces remaining to Kings Langley village. I have been a resident there for fifteen years.</p> <p>During that time I have seen traffic build up and resources, such a medical facilities and school fill to overflowing, so that it is extremely difficult to obtain an appointment at the former within a week unless one is an urgent case. At the latter I know that there have been a crop of disappointments owing to over-subscription. I would also warn that the utilities supplying water, electricity and gas are stretched to breaking point. We have had roads round us closed for weeks on end in pursuit of essential repairs.</p> <p>Queues develop during both rush hours and even on Saturdays as hordes of vehicles strain to pass through the arterial roads of the High Street and Station Road - Primrose Hill. Further development gives me no confidence that such situations will be alleviated. We have seen the massive housing project that is the former Ovaltine Factory, cramming an unbelievable amount of homes onto the site, each with its claim on sewers as well as the utilities. Though it has been a sympathetic redevelopment on a Brownfield Site, it has nevertheless transformed Kings Langley to the upper limit of what defines a real village.</p> <p>My son lost out on a job owing to a 500 'bus failing to arrive, struggling through congested streets om its way to Watford. He has had to remain in an underpaid position for now; the post he forfeited would have offered him far greater chance of promotion as well as comradeship with a school friend. 'Buses often fail to arrive as matters stand now: what will be out situation when the massive agglomeration of 'Hemelford' arrives?</p>
Include files	
Number	Question 46
ID	LPIO8318
Full Name	MR KEVIN 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>I would strongly like to raise objections to the proposed development of green belt land around Kings Langley. I believe that the road and support infrastructure in the area is already overly stressed and the additional housing and development that's been proposed would completely overwhelm that infrastructure and utterly destroy the character of the village.</p> <p>In he highly stressed and overly populated communities we already live in the green belt we have is one of the few things that give us a breathing space we need to recharge our batteries as it were. With the drastic erosion of that space I would greatly fear for the long term mental health of the local population when there is no escape from the noise, congestion and daily grind we already experience.</p>
Include files	
Number	Question 46
ID	LPIO8320
Full Name	GERALDINE CARILLO
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 lived in Bovington for 45 years and object to the above for the following reasons:</p> <ol style="list-style-type: none"> 1 4 sites will be taken out of the Green Belt and this proposal conflicts with Dacorums Core strategy to minimise impact on Green Belt. 1 A 25% increase in housing will have a negative impact on the infrastructure. 1 3. The village is already at breaking point with regard to parking problems and major traffic congestion. Often the high street is completely blocked and Police, Fire and Ambulance services take time to get through. This is without the extra 450 houses! 1 Doctors, Dentist ,and the school are already at full capacity. Where do all the extra community go. 1 Problems with sewerage already exist on Green Lane. We get back up on sewerage and often get drain people out. The extra sewerage will come

	<p>onto Green Lane and we will need new infrastructure with the extra houses.</p> <p>Green Lane floods at the Ryder Memorial and extra houses on Green Belt land will encourage this.</p> <p>Green Lane itself does not drain and I have seen accidents because cars have aquaplaned.</p> <p>Green Lane is already congested with traffic trying to avoid the High Street with cars, school buses, buses and lorries.</p> <p>If you go ahead with all the options, we would need a new school, perhaps in Green Lane near the Ley Hill Road, a Health Centre, large Car Park, play areas for the children and new Drainage systems. Would the Council or perhaps the Builders be prepared to do this?</p>
Include files	
Number	Question 46
ID	LPIO8323
Full Name	mr adam fawzi
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I wish to lodge an objection to the planned housing between Darrs Lane and Bell Lane in Berkhamsted. It will place too much pressure on the local infrastructure and will completely change the field and views.
Include files	
Number	Question 46
ID	LPIO8325
Full Name	KEN LAVER
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Objection to the proposed local building plans for new homes in Bovingdon.

	<p>I wish to object most strongly to the proposed new building plan in the village of Bovingdon on the following grounds –</p> <p>1 Lack of infrastructure</p> <p>The village currently has major issues with pedestrian safety due to traffic congestion, no parking, people driving on pavements due to lack of road space. New homes would only increase these problems.</p> <p>Improve the infrastructure.</p> <p>1 Capacity of community services</p> <p>Bovingdon Academy, doctors, dentists and other services are at full capacity currently.</p> <p>Improve capacity.</p> <p>1 Environmental Impact</p> <p>A large increase in homes, population, cars will mean more pollution. Loss of Green Belt and the general impact to Bovingdon will negatively impact the quality of life for all people in and around Bovingdon.</p>
Include files	
Number	Question 46
ID	LPIO8327
Full Name	NATALIE CHIKU
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 resident of Kings Langley and have been as long as I remember. I attended the local primary school and a secondary school in a nearby town. I highly object to the planning proposed for the development of green belt land in the village. A lot of building has happened over years in Apsley and Kings Langley while I have been a resident there. I remember when all the flats were put up by the canal and the Ovaltine building was converted into flats. I believe this mass development in and around Kings Langley is getting ridiculous and is having an affect on the quality of life of the current residents and will do on residents to come. The description I give to people when I talk about where I am from, where I live is that I live in a village outside of London in the beautiful county of Hertfordshire.</p> <p>The main definition of a village is that it is a community that has fewer than a thousand people living there. This already is not the case as there so many people cramed into one place. The recent development that has happened in Kings Langley and Apsley has also brought</p>

a surge of cars into the area. In the morning when there is a school run and people are off to work and in the evenings when people are wanting to go home after work there is stand still traffic from St Paul's Church on the outskirts of Abbots Langley to the rail bridge near Hemel Hempstead train station. This never used to be the case. Last summer journeys took 45mins (this should take me ten to fifteen minutes) .The roads in Kings Langley simply can not take the pressure of the number of cars currently there let alone a whole other surge of cars.

The traffic queues also have an effect on those going to schools in near by villages and towns. As stated above I went to school in Chorleywood. I remember how we were continuously late when taking the school bus in the mornings. This did not reflect well on us to the school. They said that we should not be late to school and gave us bad attendance reports. This affects schools that other children go to as well. Schools such as Parmiters, Rickmansworth, St Clement Danes, Dr Chandarlars, Watford Grammer for Boys, Watford Grammer for Girls, Queens, St Albans boys school, St Albans High School, St Albans Independent Sixthform College and many more that are becoming a lot more popular to go by children in the village as more people are taking the entrance exams for secondary school.

Another problem that is caused due to the mass building this bringing in more residents into the village is the availability of doctors appointments. In some cases it can take up two weeks to get an appointment with the local GP in the Nap. For me as a university student that comes home as often as possible to see my family this is difficult for me. I come back as a temporary patient and appointments are not as readily available to me. The GP's state to me that when I am there it should be for a emergency reason and for emergency prescription. Emergency appointments are not as readily available as they are so sometimes I can not get the appointment and I am without a prescription this is very difficult in the university holidays which are a minimum of month long and can be into four months.

Development of places that are hidden away for example, the development of a shendish manor does not help the situation. The houses may be hidden away from people so many not affect the beauty as much but the cars still come in and through the village to get to work, whether it is work in the village or they are accessing the M25 at the end of the village.

I hope this email shows how highly against in am to the development of green belt land in Kings Langley. It needs to be elsewhere as it is destroying how pretty the village is, the quality of life, ridiculous traffic queues and most of all the sheer number of cars around during schools runs is becoming very dangerous as children walk to school and ride bikes to school. People sitting

	in long traffic queues and the combination of a long stressful day at work does not help adding up to calm collective drivers that may have a long commute back
Include files	
Number	Question 46
ID	LPIO8329
Full Name	MELANIE COTTRELL
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 strongly object to the proposed development plans for Kings Langley that are currently under review.</p> <p>I have been a resident in Kings Langley for nearly 18 years.</p> <p>My main objections are:</p> <p>1 - I am proud to live in this 'VILLAGE'. The potential development on any scale I believe would damage the ethos of the village.</p> <p>All proposed developments for Kings Langley and that includes the Shendish Manor site are to be on green belt land. I am appalled that this is even a serious option. I believe it is essential that we protect this land and any serious options should only be considered on brownfield sites.</p> <p>I passionately believe the green belt land should be protected for the current population of the village, to maintain the village ethos and for the future generations. If I want to live in a built up area I could move to Watford or Hemel Hempstead.</p> <p>2 - Development of this scale would lead to Kings Langley becoming part of Hemel. It should remain a village in its own right and would be a very sad outcome for it to lose its character and identity.</p> <p>3 - Sustainable infrastructure</p> <p>I am at a complete loss as to how you believe that any of the developments can be sustained with the current road network and how access to the sites would work.</p> <p>The main arteries through the village are already at what I would consider breaking point with volume of traffic issues and parking.</p>
Include files	

Number	Question 46
ID	LPIO8330
Full Name	MELANIE COTTRELL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>4 - Wayside Farm</p> <p>I am so proud that we have Wayside Farm on our doorstep and how it is developing. It is utterly unacceptable to me that this option is seriously considered for Hertfordshire, let alone Kings Langley to lose one of its free working raw milk dairies.</p> <p>Moreover on review of the plans it has the potential to include not only housing, but business development as well. I cannot comprehend how this can be required when the business premises near to the station have been converted into domestic dwellings as there is not enough demand for the business premises.</p>
Include files	

Number	Question 46
ID	LPIO8332
Full Name	JULIE GREEN
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 don't know much about the other 3 sites but I know Wayside Farm is a valued part of the community, I buy vegetables as well as pet provisions there. I also know they do not want to lose their home and their livelihood.</p>
Include files	

Number	Question 46
ID	LPIO8333
Full Name	JULIE GREEN
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 object to the proposal of building a huge number of houses in and around Kings Langley. I strongly believe that all 4 sites (Shendish, Hill Farm, Rectory Farm and Wayside Farm) should be left as what they are - green belt land. It is imperative that green belt land is preserved for both ourselves and for future generations.</p> <p>As well as the environmental concern of developing green belt land I also believe there is no infrastructure locally to support such an enormous increase in homes - namely schools, GP surgeries, dentists, hospitals and roads. There is simply no local capacity for hundreds or thousands of more people. For example, we already struggle to get a GP appointment at our local GP Surgery, Vine House. They are already over-stretched. How can they care for even more patients?</p>
Include files	
Number	Question 46
ID	LPIO8334
Full Name	NIALL MILLAR
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 object to plans to develop green belt areas in Kings Langley.</p> <p>It is my belief that an increased in housing in Kings Langley would be highly detrimental to all current residents. It would jeopardise the character of the village as well as putting too much pressure on the over subscribed schools, over worked GP and already busy roads.</p> <p>Some mornings it can already take more than 20 mins to queue from the end of the High Street to the M25 roundabout, it is unreasonable to consider more pressure on these roads. An alternative entrance to a development on the A41 is also unworkable as the A41 traffic is also horrific.</p>
Include files	
Number	Question 46
ID	LPIO8335
Full Name	NIALL MILLAR
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	In particular I object to building proposals for wayside farm as a area of rural beauty enjoyed by dog walkers and families as well as a local business enjoyed by the local community. This farm also sits on the main road where the traffic is already horrific, particularly during rush hour.
Include files	
Number	Question 46
ID	LPIO8336
Full Name	JUDITH 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 am writing to express my absolute disapproval and distress to the proposed building of thousands of houses in Berkhamsted on our Green Belt land. I have lived in Berkhamsted for over 50 years and it's main attraction is that it is surrounded by Green Belt and that we have a lovely feeling of living with the countryside right on our doorstep. Many local towns have been built on so much that they now have an atmosphere of just being a giant housing estate, which is what will happen if these proposed houses go ahead. The whole character of the town will change, not to mention utter chaos with the traffic, which already suffers from extremely long tailbacks in the High Street every day now.</p> <p>Our water system cannot cope now either. I have walked along our local River Bulbourne to and from work for the last 19 years and this year it has completely dried up in a wider area where it never has before in all this time.</p> <p>Our car parks are continually full with cars constantly circling looking for a spare parking space.</p> <p>We have no more room in Berkhamsted, we are already too full and are losing all the charm that we had years ago.</p> <p>Green Belt must stay as Green Belt or there is no point in having it allocated as such.</p> <p>I strongly recommend that you reconsider this destruction of our beautiful local countryside, as the South of England as a whole is being built on too much. More</p>

	housing should be focused in the North as we are getting totally log jammed on all our local roads now.
Include files	

Number	Question 46
ID	LPIO8337
Full Name	ANANTI SHAH
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 with reference to your consultation on the proposed development on the Green Belt sites in Kings Langley. This is of great concern to us. Kings Langley is a “village” not a town, with great history and character and by developing the village with all the additional proposed housing: Shendish; Hill Farm; Rectory farm and Wayside farm, Kings Langley will no longer be a village but an extension of Hemel Hempstead Town. This proposal means the loss of a village!</p> <p>The Green belt areas are protected areas which allow nature, wildlife and natural beauty to flourish close to human inhabitation. These areas are important not only to protect wildlife and nature but also for human beings. Areas of natural beauty help human being to find peace. Natural and peaceful areas in close vicinity reduce stress of modern day living. Green belts should remain protected areas for they serve a purpose particularly in this day and age.</p> <p>We are also concerned with the huge traffic issues and of course additional pollution the proposed developments will create. We do not have sufficient roads to serve the additional population. The local amenities also cannot cope with additional housing and population: Train Stations, Trains, GP surgeries and Schools to name a few. Developing additional roads and amenities will certainly lead to Kings Langley becoming an extension of Hemel Hempstead and will create chaos. England should be proud of its pretty villages and they must be protected.</p>
Include files	
Number	Question 46
ID	LPIO8341
Full Name	LYNN WALLIS
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here

I live in Bovingdon and am mostly concerned with local proposals.

All of the sites included in these proposals are in our green belt, which is absolutely essential to maintaining the character of the village. In the last 40 years many of the the green spaces around Bovingdon have been built on - we now have a prison that houses over 1,000 men and a large housing estate [the 'Moody' estate] as well as many housing infills [small developments where single houses once stood in large gardens]. During this time there have been few, if any, improvements to the local infrastructure - schooling, NHS services, roads and parking - and essential services further afield, in particular hospital services, have been significantly eroded. Any plan for additional housing in a small place like Bovingdon must be accompanied by improvements to the local infrastructure. It is impossible to support any expansion without this.

The housing developments already built have been absorbed into the village but have added to pressure on local roads, schools and NHS services, and parking anywhere near the High Street shops or GP surgeries is often impossible. Further large scale house building without improvements to access will only make this situation worse. In addition we have the prospect of Tesco coming to the High Street which will not only have a deleterious effect on existing businesses but will also add to parking problems.

If residents cannot park in the High Street, local shops will be abandoned in favour of large stores further afield and the village centre will die.

The existing road is fairly narrow and it is not unusual to see a bus struggling to move from one end to the other or vehicles being driven with 2 wheels on the kerb. Some people even park on the pavement and I have seen people on mobility scooters having to ride in the road and pushchairs and wheelchairs being pushed into the road to get round them.

Villagers recently fought a proposed gypsy site on the grounds that it would be in the green belt. If the proposed housing was allowed we would have no defence against a renewed application for the gypsy site.

We also have to contend with the additional traffic brought to the village by Bovingdon Market every Saturday and bank holiday, sometimes causing gridlock to the whole area [the most recent occasion being 2nd Dec when the whole of Box Lane and Hempstead Road was filled with queuing traffic]. This also increases pollution levels for residents and drivers.

We thought that the last time we took part in a consultation on this subject would be the last time for many years but, even though this plan is dated 2036, it seems that we shall face the prospect again in a few years time. The call for sites is still ongoing so, presumably, we shall have a further consultation if any local sites are identified.

Include files	
Number	Question 46
ID	LPIO8344
Full Name	MRS DIANA FRY
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 Flaunden, and have done for the past 49 years.</p> <p>On the 5th December I attended the meeting in Bovingdon because I feel very strongly that the proposed 'Local Plan' will have a considerable effect on Flaunden. I did not speak at the meeting as I am not a resident of Bovingdon, but I did speak to Cllr Richard Roberts afterwards about the things that concern me, and I am now writing to you to set them out.</p> <p>Obviously, over the time that I have lived in Flaunden there have been many changes, but over the last 5 - 8 years it has become very noticeable. I realise that Flaunden does not have any building development planned, however, the plans for Bovingdon will definitely have a considerable impact on our village, as the lack of infrastructure is already having a really detrimental effect.</p> <p>Several year's ago similar plans were put forward by Dacorum and representatives from the Council came to a Parish Meeting here in Flaunden. They reassured us that it wouldn't effect Flaunden, however, when I mentioned the lack of infrastructure, which they hadn't appeared to have considered at all, they dismissed it! Now the amount of traffic in the village has increased enormously, especially on the road through the village going down to Latimer, particularly during the rush hours. People use it as a cut through to the M.25. Surfaces are suddering dreadfully. It is a small country road and was never intended for the use of heavy (both amount and very large) traffic. Consequently there are huge potholes, which can really damage one's car, especially is you are trying to avoid someone going too fast! The Council already say that they do not have enough money to repair the road and if some of these plans go ahead, the road will be\come unusable for local people.</p> <p>As Flaunden does not have a village shop, many of our residents shop in Bovingdon, which has already become a nightmare to visit. There is practically no parking and when parents are taking and collecting their children to and from school, it is impossible. For those people who</p>

live in Flaunden and don't have a car there is practically a non existant bus service.

That brings me to another problem with the infrastructure. The school is already at full capacity. (I realise that you intend to make provision for a nursery school on one of the sites), however, that still doesn't alleviate the problem of the numbers of families coming in with children, and it's the shear numbers of people and cars that cause the congestion in Bovington and the surrounding roads.

The doctors and dentist surgeries are also at full capacity. The Fire Station closed a few year's back and is now at Hemel Hempstead, so it takes longer for them to get here. Also of course, there are going to be big housing developments in Hemel Hempstead and Berkhamsted which are covered by them as well, so that will put extra pressure on their town facilities. For instance. The Ambulance Service and the Police and if they can't get through the traffic, mayhem will ensue! which it did last week end; it took people 1 1/2 hours to get from the traffic lights at Boxmoor up to Bovington village.

I really don't know what the answer is, there are just too many people in a small area already, but someone told me recently that in France and Spain when they plan housing developments they build the infrastructure first and then build the houses. I think we should take a leaf out of their books, and especially when our infrastructure is already shuddering under such extreme pressure.

One final thing that really concerns me is that Green Belt Sites are even being considered. I believed them to be areas protected by law. Has the law been changed or it is being manipulated? Are developers not to be held accountable for building on such sited?

Include files	
Number	Question 46
ID	LPIO8346
Full Name	Mr Peter Hadden
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I live close to the above site though my home falls within the Ashridge Council Ward and I have copied Councillor Terry Douris on this email accordingly.

Site Be-h3 is situated in the Green Belt and immediately adjacent to the CAONB. The proposed development would not comply with relevant central and local government policy and the existing Core Strategy and consequently I submit that it should be withdrawn from the schedule of sites under consideration. This site has been considered and rejected previously for good reasons which have not changed and in my view the ideal solution would be for the boundary of the neighbouring AONB to be re-drawn to include this parcel of land to ensure that neither DBC nor residents waste time, energy and resources on repeating this exercise in another few years' time.

Current Policy

5.1.2 of the Issues and Options document summarises the objectives of DBC's current Core Strategy as follows:

Make the most efficient use of land and local service provision;

Minimise impacts on the Green Belt;

Reduce the need to travel to access jobs and services;

Protect the appearance and distinctiveness of the area;

Safeguard the countryside and attractive landscapes from development.

I understand that part of the purpose of the new Local Plan and this consultation is to see whether the Core Strategy needs to be tweaked but the proposed development Be-h3 would clearly run contrary to all five of these Core Strategy objectives.

Similarly, in the introduction to the New Single Local Plan DBC state under the heading Listening to the Community that previous consultations have concluded that the public wish to:

- keep the character of Dacorum
- limit the impact on the countryside
- plan for homes for the older generation and affordable homes
- plan for local jobs and services
- make sure our roads can cope
- provide suitable levels of infrastructure to support new development
- use brownfield sites

Again I would submit that the proposed development at Be-h3 fails to comply with any of the above. See below for more details.

Lastly on this topic I note that as recently as 2016 the Minister of State for Housing and Development confirmed that:

The NPPF makes it clear that inappropriate development may be allowed only where very special circumstances exist, and that Green Belt boundaries should be adjusted

*only in exceptional circumstances, through the Local Plan process **and with the support of local people.** We have been repeatedly clear that demand for housing alone will not change Green Belt boundaries.*

Access

It is hard to think of a site anywhere in Berkhamsted with worse access than this one. Ivy House Lane is a narrow single track road along almost its entire length which would be prohibitively expensive if not impossible to upgrade to the required standard if the development were to go ahead, particularly as the promoters are not in control of all the relevant and necessary land for such an upgrade. The exits at its southern end (the direct route to the town centre, all local schools and the A41), Bank Mill Lane and George Street, are narrow and hemmed-in by the railway on one side and the canal on the other making substantial widening work completely impractical. All these routes also include single lane bridges over the canal and railway. Lastly on this point, I have been reminded over the last few days that, because of its steepness, Ivy House Lane becomes impassable to all but four wheel drive vehicles in the event of wintry weather.

I understand that there is also some suggestion of access via Gravel Path which is already a well known accident black-spot and subject to congestion at its various pinch-points at certain times of day and also has single lane bridges over both railway and canal.

Summary

Development of this site would be contrary to existing policy and would result in the loss of Green Belt land without the "very special circumstances" required and it should immediately be struck from the schedule of potential sites for these reasons alone.

The access is wholly inadequate for a development of the proposed size and extremely difficult or impossible to improve to the required standard.

The proposed development would have a marked negative visual impact on the adjoining AONB which in view of the topography could not be adequately mitigated by design, layout and landscaping.

Previous consultations and Inquiries regarding the Green Belt status of this site have come down emphatically in favour of maintaining the status quo. Nothing has changed in respect of the land or access to it so it follows that neither should the conclusion change.

	<p>The proposal to include a substantial proportion of affordable housing is likely to be undeliverable and /or subject to prolonged and expensive legal proceedings.</p> <p>There are many other sites on the Schedule with significantly better access to schools, employment, major transport links, healthcare, retail, leisure and other facilities.</p>
Include files	
Number	Question 46
ID	LPIO8350
Full Name	Ms Gillian Flesher
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 is my strong opinion that it is the council's duty to look for creative solutions to the issue of housing - looking at long term options rather than the lazy short term solution of building on green belt land. Once the green belt is lost, it is lost forever. In your proposed 'vision' you say you will 'recognise the character of each place'. If you really mean this you will not build on 4 green belt sites in the village of Kings Langley. It is the stated aim of the NPPF that green belt policy is to prevent urban sprawl. If you develop any of the proposed sites in Kings Langley this is exactly what we will have. Note that the Shendish site it erroneously listed at being in Hemel. It is not and it is inexcusable for this error to have taken place. YOU SHOULD KNOW EXACTLY WHAT IS IN EACH BOROUGH. This kind of error fills me with little confidence in our borough council</p>
Include files	
Number	Question 46
ID	LPIO8351
Full Name	Ms Gillian Flesher
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish</p> <p>This lies in the borough of KL not Hemel.</p> <p>Previous planning applications have been rejected as this is green belt. this should be upheld again. The addition of houses on this site will have major traffic</p>

	<p>implications to an already congested section of the A4251. Access is extremely difficult and would require massive infrastructure projects (new bridge over the West Coast main line and if it was a huge number of houses access would also be needed in Rucklers Lane. The building of new houses only leads to more traffic issues as we have seen as the estates at Aspley lock and Nash Mills has proven. Developers don't make money from parking spaces. This is highlighted already, by the number of parked cars on Red Lion Lane causing further congestion in this area. Any issues on the M1 in Hertfordshire force traffic onto this route and on these occasions there can be gridlock from Hemel through Kings Langley to the roundabout at J20 of the M25. More houses here, will inevitably lead to more traffic and the infrastructure cannot cope.</p> <p>Housing on site will also cause a 'link' to Aspley thus promoting the infill and merging KL with Apsley and Hemel. The character of our village is utterly eroded and we become urban sprawl.</p> <p>The loss of this land is would mean the loss of valuable open space used by walkers, the kids from Phasell Woods and would also mean the loss of beautiful and specimen trees. This is precious countryside which has to be protected.</p>
Include files	
Number	Question 46
ID	LP108352
Full Name	Ms Gillian Flesher
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside Farm</p> <p>This community farm has been farmed by Charlie Wray for 37 years. It is his livelihood and the farm is major contributor to the overall character of the village. As I stand on the platform at KL station every day, I look across at the rolling green fields and my heart sinks to think that I will one day I will have to look at a massive housing estate. I regularly use the footpaths that run around and through his property. I don't want to walk through a housing estate. I live in a village in order to make use of the beautiful countryside..</p> <p>Wayside farm is one of only 2 jersey farms in Hertfordshire. We should be supporting our local farmers not evicting them and ruining his livelihood.</p> <p>Once again - building here will mean increased traffic on an already massively congested route at peak hours, and we will start the creep towards a merger with Watford.</p>

	I understand that offices are also planned here. We do not need offices. There are offices that lie empty in Apsley. (opposite Shendish). There are huge office developments in Maylands which has excellent transport connections and is already an established business area
Include files	
Number	Question 46
ID	LPIO8353
Full Name	Ms Gillian Flesher
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Hill Farm</p> <p>This potential huge development is ill-thought. All access roads to this area are extremely narrow and already very congested at peak hours and during school drop off times due 2 schools in this area.</p> <p>Access to this site has to be a major consideration when looking at proposed housing plans. Each of the roads out of the village are narrow - as village roads should be.</p> <p>The plans state that there is level access to the village. This is patently not the case. the site sits above the village in an elevated position. there is no level access from this site to the village.</p>
Include files	
Number	Question 46
ID	LPIO8354
Full Name	Ms Gillian Flesher
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Rectory Farm</p> <p>This site is designated as an area of outstanding natural beauty and it should remain so. Green belt land to be enjoyed by everyone.</p> <p>This land is very close to the canal, so can be subject to leaks - not ideal for building houses - who won't be able to get insurance so close to such a huge body of water.</p> <p>The building of houses will again, lead to the inevitable increase in traffic, so additional access routes would be</p>

	<p>required possibly with a new roundabout which could impact on the local football club.</p> <p>TIK farm the land and sell the produce in our village market. Although small scale, this adds to the character of our village. this will be lost if we allow housing to be built on this site.</p> <p>There is plenty of wildlife by the canal, so DBC should ensure that a full audit is undertaken to look at the impact of wildlife in this area.</p> <p>I sincerely hope that you take all residents' opinions into consideration when deciding the best way forward. I truly believe there are better ideas than the wholesale erosion of any of our green belt areas within the county. This is a great place to live. Let's keep it that way</p>
Include files	
Number	Question 46
ID	LPIO8357
Full Name	AMRITA AHLUWALIA
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 strongly with the proposals to expand Kings Langley as it is a village already at maximum capacity, we do not have the additional infrastructure (roads, doctors, schools) to cope with such a large development. The congestion am and pm is horrendous with only 2 viable roads coming in and out of the village through the High Street and the back near the Ovaltine building. The proposed housing would greatly add to this congestion and the charter of the village would change completely and merge with Hemel, Apsley and Watford to become a large town. The parking which is already an issue will become worse with increased housing and residents not to forget the added pollution which will affect the wildlife in the area. We already have an additional 90 old age pension homes being built in 2019 on the High Street.</p> <p>In addition, this is against all 5 purposes of the Green Belt as defined by the National Planning Policy Framework namely :</p> <p>To check unrestricted sprawl of large built up area: The Green Belt surrounding Kings Langley Village meets this purpose as it acts to prevent the outward sprawl of Hemel Hempstead in the north merging with Watford in the South.</p> <p>To prevent neighbouring towns merging into one another: The Green Belt around KL, Abbots Langley,</p>

Hemel Hempstead plays a key role of protecting the integrity of the boundary of Kings Langley from merging with its neighbours. The other options being considered would undermine the key purpose of having the Green Belt.

To assist in safeguarding the countryside from encroachment: Kings Langley plays a key part in providing a sense of rurality with Wayside Farm (KL_H3) - a profitable Farm providing locals with much needed food and being 1 of only 2 remaining Jersey Farms in Hertfordshire which yields high quality Raw Milk for local residents and visitors around the M25. It also offers educational visits to local schools and offers open fields and pathways for walkers, joggers and dog owners to access. There will also be detrimental effect on wildlife, plants and trees in the area as the green belt disappears.

To preserve the setting and special character of historic towns: Kings Langley is a historic Royal Palace (14th Century) and as such requires protection. Building here will spoil the village and its identity. We need to preserve our villages of Kings Langley and Bovingdon and thriving Farms such as Wayside which also houses scheduled ancient monuments. Villages have a distinct identity and clear boundaries. People are able to walk to essential local shops, community services, schools and to wooded spaces.

To assist in urban regeneration, by encouraging the recycling of derelict and other urban land: there are other areas surrounding Kings Langley with urban brownfield land such as Hemel Hempstead, Berkhamstead and Tring that can best meet the needs of future homes.

I object to the other proposals because they undermine the importance of Green Belt. I understand that new homes are needed but these should be done on existing Brownfield sites, empty industrial properties such as near Westside Industrial site, MI, Hemel Hempstead, where infrastructure is already in place with existing rail and bus links, retail, cinema and jobs rather than on Green Belt land. The Dacorum Local Plan and Options Document has not been able to consider Section 2.3 "it has not been possible to undertake an assessment on the Local Plan issues..." Traffic as mentioned in Kings Langley is at a crisis point already during peak times. Likewise the M25/J20/A41 roundabout is a complete bottleneck at peak times - queues out of the village towards Hemel at a standstill at times. Additional homes means additional people and cars and this will cause havoc and pollution. The Nash Mills Estate is a prime example of bad planning with lack of parking spaces for the additional residents.

Include files

Number	Question 46
ID	LP108358
Full Name	BENITA SPENCE
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 strong opposition to the proposed development around Tring, particularly the inclusion of site reference Tr-h5 land at Dunsley Farm, Tring for the following reasons:</p> <p>Site has already been rejected Adjacent to Chilterns AONB Green Belt Unacceptable to put industrial units etc so near to the town Tring congested enough and High Street already unable to cope with amount of traffic Not enough schools, doctors, parking, leisure facilities to cope with increased population Loss of landmark farm at gateway to town Impact on wildlife</p>
Include files	
Number	Question 46
ID	LP108361
Full Name	MR T AMSDEN
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 relation to the six potential sites in Tring, it is my view that the exercise has been driven not by planners making any assessment of the town's needs and potential, as it should be, but by landowners wishing to realise the value of their assets. The tail is wagging the dog. The numbers of houses would overwhelm the character of the town and make it into an entirely different sort of place, no longer a traditional market town in the Chilterns but merely a nondescript commuter dormitory. While an argument could be made for doing that, and for it to be properly considered, it has not been, and the change would happen by default. I am profoundly doubtful that the plan would deliver anything like enough in the way of social housing, which is what we need, or that there is any likelihood that it will produce anything other than standard-issue developer's nobby-boxes, the same as everywhere, with no regard whatever to the special</p>

	character of Tring and the visual opportunities presented.
Include files	
Number	Question 46
ID	LPIO8362
Full Name	MR T AMSDEN
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Tr H1 would, if developed to the full, enlarge the town by 20% at a stroke and alter its character irrevocably. The housing would be very poorly related to the town centre and would entirely remove its definitively rural setting when approached from the station. Inevitably, given its location, the housing would be pitched to London commuters who would have no interest or involvement in the town. The much-cited 'distributor road' through this and adjacent sites would come to an abrupt halt on reaching Station Road with no obvious or rational destination, unless other roads (Cow Lane, Beggar's Lane) were radically upgraded and urbanised.
Include files	
Number	Question 46
ID	LPIO8363
Full Name	MR T AMSDEN
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Tr H2 would be illogically sited in relation to surrounding development and the town centre and would put excessive pressure on Grove Road, not to mention the quiet and rural Marshcroft Lane.
Include files	
Number	Question 46
ID	LPIO8364
Full Name	MR T AMSDEN
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Tr H3 would also impose an excessive enlargement of the town in an area with very few facilities. <u>Contrary to what is stated, there is no local shop there and no community hall either.</u> If you remember, the latter was (disgracefully) demolished as a result of your decision to grant planning consent for houses at New Mill roundabout. Were I to play devil's advocate, I would argue that provision of a new community hall, close to Bulbourne Road, might be a planning gain (and would utilise the S106 monies set aside by that earlier decision). I have heard some mention of the existence of a barrow or similar feature on this land although I have not been able to locate it; investigation might be called for. Development of part of this land, fronting Grove Road, is probably the least objectionable of the six proposals.
Include files	
Number	Question 46
ID	LPIO8365
Full Name	MR T AMSDEN
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Tr H4 is within the Chilterns AONB and therefore, on principle, should be excluded from consideration. AONB boundaries are not yours to revise. There being no development here, the boundary is robust and a precedent would be set by breaching it. Out of interest, I am told that in the 1930s this land was used for the burial of Foot and Mouth carcasses, which might explain why the Pendley Estate had never sought to develop it. The nearby junction of Station Road with Cow Lane and Gove Road has long been considered unsafe.
Include files	
Number	Question 46
ID	LPIO8366
Full Name	MR T AMSDEN
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	Tr H5 is a productive farm with attendant livelihoods, a quaint concept perhaps for urban-based planners but it plays a significant role in anchoring Tring not just to its agricultural history but to the countryside around. Where food is supposed to come from in your brave new world, I have no idea. Tring Brewery is a significant asset to the town and should be protected. The notion that the site is appropriate for warehousing is entirely absurd, as is the idea that this would compensate for the loss of industrial sites which have been lost in the town. (Lost, that is, as a result of DBC's grants of consent over the years.) In terms of employment, Tring's strength over the last few decades has been in the development of small-scale, individualistic, mostly high-tech businesses, some with an element of manufacturing and production. Nildram, X-Tech, DRG Hadland and Grass Roots come to mind. None of these required huge sheds but flourished (at least as start-ups) in modest, quirky, old-fashioned places which have mostly been lost to housing development. Warehousing employs next to nobody, is ugly (especially when looked down upon from the Chilterns AONB) and merely generates noise and lorry movements. That it might hold a 'replacement' supermarket is to open an extremely unpleasant can of worms for Tring. Does it imply that T**co should relocate, and reinforce its monopoly, and redevelop its existing site for ... housing perhaps??
Include files	
Number	Question 46
ID	LPIO8367
Full Name	MR T AMSDEN
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Tr H6 is repeatedly referred to as 'Waterside Way' which does not exist and should not be treated as if it did. To build here would be to place a community on the wrong side of a busy road, a long way from any facilities at all. It would create a precedent for unconstrained development all along the Icknield Way which is currently an effective perceived boundary to the town. As I understand it the land itself has already been subdivided into individual plots and sold on a speculative (and largely fictitious) basis. If development were to take place it would merely encourage this egregious practice still further.
Include files	
Number	Question 46
ID	LPIO8369
Full Name	MR DAVID ROGERS

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 frequent visitor and one who is considering moving to the Tring area in the near future I write to you to formally object and express my dismay at the proposal to develop green belt land for industrial/commercial/residential use in Tring. The site in particular I reference is the 12 acres of Dunsley Farm (site Tr-h5). Any development here would have a massively detrimental impact on the local environment and to the community living conditions. Additional housing is in stark need nationwide there's no doubt about that, but to build additional housing in a village where it's nigh on impossible to see a GP, where the schools are already bursting at the seams and in a village where there no hospital and out of hours NHS support is just not viable. I'm certain a larger town like Hemel Hempstead, Aylesbury or Watford would be able to accommodate such a development. Another petrol station and another supermarket are simply not needed in Tring. There are ample fuel stations in and around Tring, not least the Shell garage under a mile away from the proposed site. With a Tesco supermarket opposite Dunsley Farm there is no need nor demand for more. The noise and pollution generated from daily HGV's in and out of the current Tesco are already enough! London Road into and out of Tring is very congested with local traffic. Tring is an area of outstanding natural beauty. When the village was transformed by the Rothschilds at the turn of the century, it was no mistake the train station was built miles from the village centre. They, want to keep the village as a community for its residents keeping the harmony of surroundings whilst not overburdening the local services. As a semi rural heart, where nature has the breathing space offered and protected by the great green belt land. Not as a commercial hub for needless warehouses, increasing a populous without the amenities to properly service them and adding another unneeded fuel station and supermarket. We do not need more urban sprawl on green belt land. Land that in fact has been overwhelmingly rejected for development in the past. I would like to be kept fully informed of any further information and development. Please let me know where I can get new information on this proposal.</p>
Include files	
Number	Question 46
ID	LPIO8370

Full Name	DENISE ROGERS
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 frequent visitor and one who is considering moving to the Tring area in the near future I write to you to formally object and express my dismay at the proposal to develop green belt land for industrial/commercial/residential use in Tring. The site in particular I reference is the 12 acres of Dunsley Farm (site Tr-h5). Any development here would have a massively detrimental impact on the local environment and to the community living conditions. Additional housing is in stark need nationwide there's no doubt about that, but to build additional housing in a village where it's nigh on impossible to see a GP, where the schools are already bursting at the seams and in a village where there no hospital and out of hours NHS support is just not viable. I'm certain a larger town like Hemel Hempstead, Aylesbury or Watford would be able to accommodate such a development. Another petrol station and another supermarket are simply not needed in Tring. There are ample fuel stations in and around Tring, not least the Shell garage under a mile away from the proposed site. With a Tesco supermarket opposite Dunsley Farm there is no need nor demand for more. The noise and pollution generated from daily HGV's in and out of the current Tesco are already enough! London Road into and out of Tring is very congested with local traffic. Tring is an area of outstanding natural beauty. When the village was transformed by the Rothschilds at the turn of the century, it was no mistake the train station was built miles from the village centre. They, want to keep the village as a community for its residents keeping the harmony of surroundings whilst not overburdening the local services. As a semi rural heart, where nature has the breathing space offered and protected by the great green belt land. Not as a commercial hub for needless warehouses, increasing a populous without the amenities to properly service them and adding another unneeded fuel station and supermarket. We do not need more urban sprawl on green belt land. Land that in fact has been overwhelmingly rejected for development in the past. I would like to be kept fully informed of any further information and development. Please let me know where I can get new information on this proposal.</p>
Include files	
Number	Question 46

ID	LPIO8371
Full Name	GILLIAN JOHANSSON
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 there have already been several consultations regarding new homes in Bovingdon, we feel that the goalposts should not be changed and that the development which has already been proposed and is therefore in the pipeline, should be adhered to. The new Dacorum Local Plan could result in more than 450 additional houses in Bovingdon, which would equate to about a 25% increase in population. Even the building of 90 homes will have a serious impact, such as</p> <ul style="list-style-type: none"> - There are virtually no job opportunities in the village, additional home occupiers will be commuters leading to further traffic congestion - It will exacerbate the already dire parking problems on the High Street - It will lead to increased pollution resulting in a reduction in air quality and to the quality of life within the village - There will be additional pressure on the schools, village doctors and dentists, which are all at or near full capacity - The Environmental impact will be severe as new homes will lead to increased water extraction and put pressure on the drainage/sewer system leading to increased risk of flooding especially at the bottom of the High Street
Include files	
Number	Question 46
ID	LPIO8374
Full Name	REBECCA FOUNTAIN
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 am writing to strongly oppose to the buildings of new homes in all areas of Bovingdon.</p> <p>I have lived in Bovingdon for 20 years and the village has never been so congested.</p> <p>There are no car parks in Bovingdon so cars are parked the full length of the High Street at all times of the day, often overflowing into Old Dean and beyond. The stretch of road from Old Dean to Chesham Road is so narrow, because of the parked cars, that cars often drive up onto the pavement to get through. Buses and lorries regularly pass through the village High Street too, resulting in frequent holdups. More traffic could potentially bring the village to a stand still.</p> <p>Furthermore Bovingdon Market on Saturdays and Bank Holiday Mondays create gridlock in the Bovingdon area so more housing can only add to the misery of trying to move around on these days.</p> <p>More housing will create much more traffic as most homes have at least 2 cars these days. Traffic creates congestion, pollution and increased danger on the roads.</p> <p>Finally I believe Bovingdon Academy is running at near capacity as are the doctor's surgeries. Any development in Bovingdon will have a negative on the community.</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 46</p>
<p>ID</p>	<p>LPIO8388</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>Yes</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.</p> <p>However, we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to</p>

accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

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

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-the-DBC-S1-MFAC-imp.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green

Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
 - The loss of productive farm
 - Impact on the Green Gateway into the town – impact on transition area from urban to countryside
 - The land is not well related to existing services and facilities in the town
 - Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.

- The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
- Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'

- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land

- Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep

gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of

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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used

heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane

- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic.A

large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy

- Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
 - Noise from railway

- Distance from town centre services and vital facilities
- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible

	<ul style="list-style-type: none"> Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO8389
Full Name	Rob Wakely
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 opposed to the draft Dacorum Local Plan and the Options proposed which would all mean the sacrifice of greenbelt land. We are calling for Dacorum Borough Council to present a draft Plan which is genuinely designed to meet the needs of Berkhamsted, Northchurch and Tring, in particular:</p> <ul style="list-style-type: none"> greenbelt land only allocated for development where guaranteed more than 50% genuinely affordable housing (and at least half of that to be social housing) increased provision of sheltered and extra care housing for older residents increased provision of 1 and 2 bedroom flats for younger residents

	<ul style="list-style-type: none"> commitment to a thorough assessment of the infrastructure needs of each community and active planning to meet those needs ahead of further development <p>all future development to be subject to strict environmental and sustainability standards, including limiting traffic growth and enhancing road safety.</p>
Include files	
Number	Question 46
ID	LPIO8404
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>However, we would like to take this opportunity to emphasize just a few of the most important points within that response</p> <p>the majority of the sites are on the ridge therefore people will need to come into the town centre and few will walk because of the distances/hills...</p> <p>BRAG response to Question 46 (please note full document is attached to Q46)</p> <p>Question 46 <i>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?</i></p> <p>This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. it is the cumulative impact of development past, present and that proposed in the immediate and neighbouring area on sustainability which should be assessed.</p> <p>NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another ant to ongoing and planned developments.</p> <p>BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.</p> <p>In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt</p>

affecting Dacorum, including long term boundaries”, but the Inspector also made it clear that “more significantly” the review had to assess “the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.”

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/05/BRAG-Analysis-of-Green-Belt-Review-for-the-DBC-SM-Facsimile.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

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However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

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Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
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- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
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This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the

built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider

community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some

form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains
 - Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states "The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private "
 - Berkhamsted railway station and commuter line to Euston is already at full
 - Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
 - Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
 - Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
 - Suggestions of managed woodland doubtful – who would have responsibility
 - Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

 - Site is insufficient on its own, but could be phased with other
 - Site is part of the open transition area between the town and the wider
 - New building could set a precedent for further development of land southwards to the
 - Site is too small to offer scope for additional town-wide leisure

 - Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling
- in addition the gradient between the town centre and the site may make walking and cycling difficult
- Cumulative negative impact on Berkhamsted infrastructure with little contribution
 - Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
 - Increased car use and growth in level of greenhouse gas emissions

- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely

- Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
- AONB currently separated from development at Hunters Park by this open agricultural area
- Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
 - Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
 - Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
 - Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes,

blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be

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- Strong countryside
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 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top

- Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
- Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
- Site falls within area of Archaeological significance
- Adjacent to Chilterns AONB
- Suggestion of potential new primary school – not part of Berkhamsted education policy
- Lack of secondary school capacity – Ashlyns School
- Same arguments on accessible housing – distance from facilities and services
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Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO8431
Full Name	Spencer Holmes
Company / Organisation	
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linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

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- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
 - Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly

Swing Gate Lane and any potential to upgrade

- Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.

- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains
 - Suggestion of ‘bus loop’ not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet

requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway

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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane

- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
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services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Site is insufficient on its own, but could be phased with other
- Some distance from the town
- Next to the Chilterns
- Site is too small to offer scope for additional town-wide leisure
- The canal bridge on New Road is narrow and results in poor pedestrian access to local
- Visually prominent
- Proximity to railway
- Impact on setting of the

- Close to canal - undermines Berkhamsted Vision "protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne"
- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town

	<ul style="list-style-type: none"> Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO8433
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>However, I/we would like to take this opportunity emphasize just a few of the most important points within that response.</p> <p>I add my voice to the formal response sent by BRAG on behalf of the residents of Berkhamsted. The Proposals are totally unrealistic for a small, geographically compromised town whose services and facilities are already full to capacity and with no sensible areas to expand. Although the various areas suggested for development look fine on a map, there is no allowance</p>

for the fact that the current roads are narrow, some even without pavements, so the access to the heart of the town will be nigh on impossible for the extra population proposed. Medical facilities have been reduced in spite of the fact that the population of Dacorum is larger than that of Watford and St Albans where the hospitals are planned to expand. The schools in the town are full to capacity at present so where is the room for further schools which should have easy access for pupils to walk or cycle. The rail services are already heavily crowded and there is very little capacity to expand these apparently.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2014/06/BRAG-Analysis-of-Green-Belt-Review-for-DBC-St-Alban's-Expansion.pdf>

for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for

removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within

Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canal side environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of

the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions

- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of

Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more

- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a

junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site.

We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated

- Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities
-
- Some distance from the town
 - Important transition area between the town and open
 - New building could set a precedent for further development of land to the A41
 - Site is too small to offer scope for additional town-wide leisure
 - Very close to the
-
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt
-
- o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in

	<p>Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch</p> <ul style="list-style-type: none"> • Fails to meet Dacorum or Berkhamsted Vision <ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	
Number	Question 46
ID	LPIO8485
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	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.

Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-Green-Belt-Review-for-DBC-SMVA-2016.pdf>

for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes

under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the

canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of

the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

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 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions

- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
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Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more

- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a

junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
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- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated

- Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities
-
- Some distance from the town
 - Important transition area between the town and open
 - New building could set a precedent for further development of land to the A41
 - Site is too small to offer scope for additional town-wide leisure
 - Very close to the
-
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt
-
- o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in

	<p>Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch</p> <ul style="list-style-type: none"> • Fails to meet Dacorum or Berkhamsted Vision <ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO8512
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' consultation. To avoid full repetition of the extensive points 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.

Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-Green-Belt-Review-for-DBC-SMVA-combined.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes

under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the

canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canal side environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of

the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions

- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
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 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
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- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more

- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a

junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site.

We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated

- Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities
-
- Some distance from the town
 - Important transition area between the town and open
 - New building could set a precedent for further development of land to the A41
 - Site is too small to offer scope for additional town-wide leisure
 - Very close to the
-
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt
-
- o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
-
- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in

	<p>Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch</p> <ul style="list-style-type: none"> • Fails to meet Dacorum or Berkhamsted Vision <ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO8560
Full Name	Anu Irwin
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 raise my objection for the proposal of development of four green belt sites in and around Kings Langley village, more speciacally</p> <p>HH-h3 Land at Shandish, London Road- proposal to build 900 homes enlisting infrastructure provision to deliver:</p> <p>40% affordable housing</p>

	<p>Open spaces</p> <p>Cycle and footpath links</p> <p>New employment space</p> <p>New primary school</p> <p>Contribution towards wider infrastructure improvements for the town??? (village)</p> <p>My objections relating to the above are:</p> <ul style="list-style-type: none"> . Building on green belt- Kings Langley is a beautiful place to live, attracting professionals and new employers to the area. Much of the attractiveness is down green spaces, quaint high street and good quality housing. Shandish Manor site is particularly known for its landscaping and woodland walks. If you were to give permission to built 900 homes there, it will not only ruin the beauty of the area but will start to make a step towards becoming a town rather than staying a village . Preservation of a historic and archaeological site - Shandish Manor is an archeologically site with landscape containing sites dating from the Neolithic to the post medieval periods. It is important that we preserve the historic sites for future generation. . We will lose valued landscape . To quote your above infrastructure provision- develop Shandish Manor and make it as a heritage site, which will bring in Tourism hence contributing to village's economy <p>To create economy for parish, we do not need to be building homes where ever we find space whist disregarding the history and culture of a place.</p> <p>I urge you to rethink and say 'NO' to any planning permission to build up homes in our Green Belt.</p>
Include files	
Number	Question 46
ID	LPIO8561
Full Name	Mr & Mrs Ray
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 taking this opportunity to voice our opinion on the proposed house building in Kings Langley.</p> <p>To build on Wayside Farm is in our opinion one way to destroy the village</p> <p>It will spoil the look, the feel, will become yet another housing estate.</p> <p>But the worse thing about all this is, it is Green Belt which is still being worked on by a tenant farmer</p>

	<p>for many years and as we understand has never missed a payment in rent.</p> <p>Not to mention there are only two Jersey herds left in Hertfordshire.</p> <p>The traffic/pollution is bad enough in rush hour already to add to this would be a massive mistake.</p> <p>We live in Blackwell Road just up the road from Rectory Farm, to build houses there will make a massive difference to our road as this is already becoming a fast rat run for people avoiding the high street.</p> <p>If one of you was to come down to our road in the evening or weekend you would see the problem also with the parking, to the extent pavements are starting to disappear because you are allowing people to park on them leaving only the road to walk on.</p> <p>So with large amounts of new housing in an already busy congested area this would be a nightmare.</p> <p>If you do go ahead with building 200 homes are you going to supply up to 500 parking spaces to cover this, as most people have two vehicles these days, plus the children have cars as they get older.</p> <p>But out of the two sites we would have to bow to the Rectory Farm plot as this is a brown field site and has Buildings already. But still parking should be addressed.</p> <p>We fully understand that more houses are needed, but spread out in a more thoughtful way</p> <p>And as we all know once the Green Belt is gone, it's gone!</p> <p>Not a nice legacy to leave for future generations.</p>
Include files	
Number	Question 46
ID	LPIO8563
Full Name	MICHAEL AND PENNY WEBSTER
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	More specifically I have a particular interest in the projected extra 150 houses to be built on the land bordering the West side of Ivy House Lane. This for years has been designated a Green Belt . How can this

	designation be so readily reversed when as recently as in the Chancellor of Exchequer's budget speech, Green Belt land was declared as sacrosanct from development?
Include files	
Number	Question 46
ID	LPIO8574
Full Name	INGRID HARGREAVES
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 been reviewing your development proposals. I am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring for a number of reasons:</p> <ul style="list-style-type: none"> • Tring is a market town that has already outgrown its infrastructure. The high street is too narrow for the existing traffic flow so adding industrial and warehouse units nearby will increase traffic pressures to intolerable levels and choke this primary thoroughfare. • There do not appear to be significant plans to address the town's infrastructure with improved parking, schools, healthcare, etc. • The proposed site is too close to Chilterns Area of Natural Beauty and Tring Park. • I see no need for another supermarket or petrol station on this site when there is a petrol station in Brook Street and another down the road in Cow Roast. • Site has been previously rejected for development. <p>This area is valuable farmland and an area of Green Belt supporting wildlife that should be protected.</p>
Include files	
Number	Question 46
ID	LPIO8591
Full Name	Anthony Glossop
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 concerns about proposed developments so in answer to your question 46 - Yes, I do have some feedback.</p> <p>I am opposed to the land at Dunsley Farm Tring, reference Tr-h5, being included in the proposed sites for development.</p> <p>I live in the centre of Tring and moved to the town because of its historic market town character. The green entrance to the town from the East is a major factor in the charm of the town with its very attractive scenery surrounded by the Chilterns Area of Outstanding Natural Beauty.</p> <p>If the Cow Lane and Dunsley Farm meadows were built upon it would cause destruction of this irreplaceable landscape and countryside. It would cause irreparable damage to the unique character of the town</p>
Include files	
Number	Question 46
ID	LPIO8592
Full Name	Mrs Elaine Tipton
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 strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring for the following reasons:</p> <ul style="list-style-type: none"> • This Site was overwhelmingly rejected during the previous consultation for a variety of reasons all of which are still valid and applicable. • Adjacent to Chilterns AONB • The site is Green Belt – it provides a green corridor into Tring town and is currently farmed. • There seem to be no plans for infrastructure development – and this will further aggravate the schools/car parking problem in Tring • These fields are a natural habitat for much wildlife.
Include files	
Number	Question 46

ID	LPIO8593
Full Name	Mr Stephen Tipton
Company / Organisation	
Position	
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 am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring for the following reasons:</p> <ul style="list-style-type: none"> • This Site was overwhelmingly rejected during the previous consultation for a variety of reasons all of which are still valid and applicable. • Adjacent to Chilterns AONB • The site is Green Belt – it provides a green corridor into Tring town and is currently farmed. • There seem to be no plans for infrastructure development – and this will further aggravate the schools/car parking problem in Tring • These fields are a natural habitat for much wildlife.
Include files	
Number	Question 46
ID	LPIO8594
Full Name	Andrew Muirhead
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 opposed to the inclusion of site reference Tr-h5 at Dunsley Farm Tring for the following reasons:</p> <p>1.0 Loss of green corridor at the entrance to the town</p> <p>2.0 No need for another supermarket especially in this location</p> <p>3.0 No need for another petrol station as long as the existing petrol station opposite the market is maintained and not demolished and the site redeveloped.</p> <p>4.0 Loss of farmland.</p> <p>5.0 Plans have previously been rejected.</p> <p>6.0 The effect on schooling, health service, parking at the railway station and other transport issues.</p>
Include files	
Number	Question 46

ID	LPIO8595
Full Name	Andrew Muirhead
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 opposed to the local plan for area Tr-h1 north of Station Road, Tring for the following reasons:</p> <ol style="list-style-type: none"> 1.0 Effect on local traffic on Station Road especially at the junction with Cow Lane and Grove Road and at the junction of Cow Lane with the A4251 London Road. 2.0 Loss of farmland and green belt land. 3.0 Effect on parking at the railway station. 4.0 Effect on rail and other transport services.
Include files	
Number	Question 46
ID	LPIO8596
Full Name	Richard Hartfall
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 strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring, for the following reasons:</p> <ul style="list-style-type: none"> • This land is adjacent to Chilterns AONB • It is green belt land • The site was overwhelmingly rejected last time round. Surely its identification yet again as a possible site for expansion makes a mockery of the consultation process? • It is completely inappropriate to locate industrial units and warehouses near the town • It would cause traffic congestion and consequent pollution • There are no plans for adequate infrastructure - schools, car parking in the town or at the station (where the car park is already full to overflowing at 8 am on weekdays) • Valuable farmland would be lost <p>It is an important wildlife site</p>
Include files	
Number	Question 46

ID	LPIO8597
Full Name	David Lawrence
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 strongly opposed to the development plan at site reference Tr-h5-Land at Dunsley Farm, Tring for all of the following reasons:</p> <ul style="list-style-type: none"> - Adjacent to Chilterns Area of Outstanding Natural Beauty - Green belt - it is the green corridor into our beautiful town - Site has been overwhelmingly rejected previously - nothing has changed - Urban sprawl - Ridiculous to put industrial units and warehouses so close to the town - We have no need for petrol filling or an additional supermarket - Traffic congestion and pollution - the former of which is already terrible - No plans for additional infrastructure - what about extra schools / car parking / GP surgery? - Loss of valuable farmland - Wildlife site
Include files	
Number	Question 46
ID	LPIO8598
Full Name	Rachel Lawrence
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 strongly opposed to the inclusion of site reference Tr-h5-Land at Dunsley Farm, Tring for all of the following reasons:</p> <ul style="list-style-type: none"> - Adjacent to Chilterns Area of Outstanding Natural Beauty - Green belt - it is the green corridor into our beautiful town

	<ul style="list-style-type: none"> - Site has been overwhelmingly rejected previously - nothing has changed - Urban sprawl - Ridiculous to put industrial units and warehouses so close to the town - We have no need for petrol filling or an additional supermarket - Traffic congestion and pollution - the former of which is already terrible - No plans for additional infrastructure - what about extra schools / car parking / GP surgery? - Loss of valuable farmland - Wildlife site
Include files	
Number	Question 46
ID	LPIO8599
Full Name	Natalie Halliwell-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>Yes</p> <p>I strongly oppose the inclusion of Site reference Tr-h4 {Land at Cow Lane/Station RoadTring} in the schedule of potential development sites.</p> <p>To build on these meadows would destroy this local landscape. This green grants the town it's enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p>
Include files	
Number	Question 46
ID	LPIO8602
Full Name	Pauline Worthington
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 objection to the proposed development of 1000-2000 homes and offices on Green Belt Land at Wayside Farm, Kings Langley. (Site KL-H3)</p>

A similar plan for this site was rejected in 2009. This is a working farm and is part of the heritage and ethos of the village, it makes the village unique as one of only 2 Jersey Herds

left within rural county of Hertfordshire. This farm is used by residents on a daily basis, and is a great education for our children and grandchildren.

This site is also of historical and cultural characterisation and contains a listed building, it is in the Chiltern Area of Outstanding Natural Beauty and a Conservation Area.

Kings Langley does not have the infrastructure for this amount of new homes or offices, approx.. 1000/2000 more cars on the roads which are gridlocked morning and evening now.

The A41 is constantly busy and if there is an accident it is often cordoned off making drivers go through the village which is a nightmare! How would emergency services get through?

The doctors are oversubscribed at present as are the schools, what would happen when local children can't be educated at the local schools? There is certainly not enough parking

for the train station now, what would people do when they have to drive to catch a train to work, where would they park? Would you then have to concrete over more land ?

We are a village of approx.. 3200 houses, this proposed development would virtually double the size of our village!

Building on Green Belt Land makes no sense particularly when there are still Brown Field Sites left within the Decorum area of that could and should be built on.

Hemel Hempstead in particular has many brown field sites that could be built on, the infrastructure is already there to support such development.

There are far more doctors, dentists, schools, the roads are good and wide and they already have a lot more employment for people.

The Government has reiterated that all brown field sites, reclaimed sites, infill sites should be built on first and that protection of the Green Belt is of utmost importance.

I would finally request that you do NOT give approval for this site under any circumstances and that my comments are added to the relevant objections for this site.

Include files	
Number	Question 46
ID	LP108604

Full Name	Penny and Roger Riseley
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 to express our concern and objection to any suggested relaxation of green belt status and subsequent planning permission for development of this site. As we all know, green belt land is under threat from expanding housing development. You will also know that Berkhamsted has already lost land to such development over recent decades and believe the time has come to draw a line and say no more; the more such land is eaten away the less there is left until who knows how much if any will be left.</p>
Include files	
Number	Question 46
ID	LPIO8605
Full Name	Penny and Roger Riseley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Referring to the particular parcel of land in question; we find it objectionable that this small piece of land might be developed as it is of particular beauty and importance to residents surrounding the land. We also believe that there are real and perhaps insurmountable reasons why the land ought not to be developed, in the main the lack of suitable access of sufficient capacity for vehicles during and post construction, not to mention the additional traffic volumes it would impose upon already narrow, dangerous and arguably already over-utilised roads. Other reasons why the land is arguably unsuitable for development relate to the already inadequate capacity of water supply in the area and also the sometimes overloaded sewage system.</p> <p>We shall be grateful if you will take on board our desire for this land to remain green belt and also take into account the real and practical difficulties of developing this site.</p>
Include files	
Number	Question 46
ID	LPIO8607
Full Name	Roy Harford

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 to express my strong objections to the proposals to build a further 1,600 houses in Berkhamsted. Berkhamsted already struggles with lack of parking; I once gave up trying to park in Berkhamsted and drove to Aylesbury to do the weekly shop. Trying to get a GP appointment is incredibly difficult and can take weeks only for it to be cancelled at the last minute.</p> <p>Berkhamsted has had a large increase in it's population in the last decade without any matching increase in infrastructure.</p> <p>I understand that Berkhamsted is substantially ahead of it's 10 year housing target whereas Hemel Hempstead is considerably behind it's own 10 year house building target.</p> <p>Berkhamsted is creaking at the seams and can take no more.</p>
Include files	
Number	Question 46
ID	LPIO8630
Full Name	MR P CRIPPS
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 understand from the Principal at Berkhamsted school that Dacorum Borough Council are conducting a public consultation throughout November and December regarding local housing allocation. Having read the proposals, I wanted to provide my support for the proposed development plans.</p>
Include files	
Number	Question 46
ID	LPIO8631
Full Name	MR PETER WINDSOR
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here) Even with option 2B (and more so for any other option) there is a need to slow the traffic passing through the village especially along Chesham Rd. I am a volunteer with the local Drive Safe group where we have recorded speeds of up to 60 MPH within the 30 MPH zone. At times we have recorded over 30% of the vehicles travelling over 35 MHP (the speed used by the Drive Safe group to report speeders)
Include files	
Number	Question 46
ID	LPIO8634
Full Name	MR SIMON BELL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am opposed to this development for the following reasons. 1/ Adjacent to Chilterns AONB 2/Green Belt -green corridor into town 3/Loss of farm land and wildlife site. 4/12 acres of industrial units and warehouses near town centre 5/Traffic congestion-schools and car parking problems intring
Include files	
Number	Question 46
ID	LPIO8635
Full Name	MARGARET HARRIS
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am strongly opposed to the development in Tring of site reference Tr-h5 on green belt land. To build on green belt is upsetting so close to an area of natural beauty and to have such a large development at the entrance to pleasant market town of Tring including industrial units will be unsightly. The strain of the amount of traffic on the approach roads to Tring and within the town will be unacceptable. There are already

	<p>issues with not enough parking in town and at Tring station and the traffic load created by both housing and commercial units would create too much congestion.</p> <p>This site was rejected previously for valid reasons so it should not be considered an option now.</p>
Include files	
Number	Question 46
ID	LP108637
Full Name	Mr Peter Curtis
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Objection 1: Page 60 refers to replacing Wayside Farm (working dairy farm) with an Industrial Estate.</p> <p>I would like to express my concerns and objections to you with regards to proposed development on green belt land around Kings Langley despite a similar rejection in 2009 for a similar building plan on a working farm. The area in question is Wayside Farm in Kings Langley (Site, KL-H3)</p> <p>To assist in safeguarding the countryside from encroachment, the development of this site would represent an encroachment into the countryside as well as the quality of the countryside here is relatively high and is important for agriculture. The area is within the Chiltern Area of Outstanding Natural Beauty as well as a special area of conservation within the protect green belt.</p> <p>The working farm is part of heritage and ethos of the village of Kings Langley and is very important for food security as well as it extensive usage by the residents of the village. The farm is one of the county's last surviving working dairy farms and nationally one of seven. The farmer has paid to the County any relevant rents payable in accordance with his lease agreement and is actively serving the population of Hertfordshire in terms of his products and services from the farm.</p> <p>In addition the site is well used for recreation by local residents.</p> <p>Development of this site would have an impact on views when entering the village from the south.</p>

The site is located within an '18th-19th century enclosure' (Historic Landscape Characterisation) and contains one Listed Building. There could therefore be adverse effects of developing this site on historic & cultural assets.

I would request that the approval is **not** given under any circumstances and other brown field sites are used within Dacorum Council rather than green belt land. The scale of the proposal will result in major outward expansion of the existing built-up area into the Green Belt to the west of the village. The expansion would almost double the size of the existing village. The scale of the development would be out of scale with the size of the existing historical village.

Objection 2: • Page 47 states Kings Langley has the capacity to only build a further 50 houses (although development on the proposed GREEN BELT plots will be 1,000's)

The Green Belt amenities at Wayside Farm and other green belts plots around Kings Langley are irreplaceable:

Wayside Farm offers a valued landscape to village residents

It has one of only two Jersey cow herds left in Hertfordshire, which yield high quality Raw Milk for local residents and visitors from around the M25

It offers educational visits to local schools to learn about the processes of milk production and animal husbandry
It offers open fields and pathways within easy reach of Kings Langley for walkers, joggers and dog-owners to access.

Wayside farm has historical significance. The top of the farm near to Rudolph Steiner School was once the location of Queen Eleanor's 13th century Palace. Scheduled ancient monuments are located on Wayside Farm between the A4251 and the canal and these need to be protected.

Under National Planning Policy Framework 2012 (NPPF) rights of way need to be protected. Wayside Farm has rights of way which are popular with ramblers, and dog walkers. These rights of way are not mentioned in the Dacorum Local Plan, which is misleading.

Vehicle access from Wayside Farm during peak hours would be extremely difficult and time-consuming due to the considerable traffic tailbacks on the A41 and A4251 which already exist at peak times.

There is a lack of justification for building additional office space in Dacorum due to so many offices already being empty or not fully occupied as well as land designated for employment purposes on established commercial areas such as Maylands Avenue in Hemel Hempstead. Wayside Farm should not be considered for office developments etc.

It should be noted that a large office building, Enterprise House, situated between Kings Langley station and M25, was recently converted to flats. There is not adequate demand for offices in Kings Langley village to warrant further office development.

	I thank you for consideration and for adding my comments to relevant literature to avoid the land being used for housing
Include files	
Number	Question 46
ID	LPIO8640
Full Name	Mr Alastair Watts
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 strongly oppose the inclusion of Site reference Tr-h4 {Land at Cow Lane/Station RoadTring} in the schedule of potential development sites.</p> <p>To build on these meadows would destroy this local landscape. This green grants the town it's enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p>
Include files	
Number	Question 46
ID	LPIO8645
Full Name	MR PAUL 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>Some of the options published by Dacorum are shocking because they suggest building on green belt land around Kings Langley.</p> <p>This is shocking as (a) this would require building on the green belt - which should be avoided at all costs; and (b) because Kings Langley is an historic village that was once in effect the capital of England, when the seat of government was moved out of London as a result of the Great Plague.</p> <p>This is a legacy that should be protected and promoted: in the capacity of Kings Langley being an historic village.</p> <p>If the fields around Kings Langley were gobbled up by concrete then the historic nature of Kings Langley (ie that it is a village would be destroyed forever).</p>

	Dacorum Council has a responsibility to protect the local environment and the make-up and nature of the local villages, which a core part of the district's character.
Include files	
Number	Question 46
ID	LPIO8691
Full Name	HELEN FITZGERALD
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 also state that building in Shendish is NOT Hemel Hempstead despite the postcode but is very much part of Kings Langley. Allowing Kings Langley to be swallowed up to Hemel Hempstead in this manner who be terrible for Kings Langley also and particularly its damaging to it character as a village.
Include files	
Number	Question 46
ID	LPIO8692
Full Name	HELEN FITZGERALD
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I also do not think that the arterial roads or services could cope with such developments but I appreciate that this may not hold sway with your strategic decision making. I do however think that making the severely congested roads even more congested would affect the character of the village. To have a High Street completely blocked by traffic queuing to join the M25 or queuing to get through the village High Street from the M25 will ruin the character too: eating/drinking in the High Street will be very unpopular and the sense that the High Street as the centre of the village will be eroded if it cannot be reached due to weight of traffic for prolonged periods twice a day. In summary, I object to building in Kings Langley and favour the options of increasing the Dacorum towns but not to the detriment of neighbouring villages.
Include files	

Number	Question 46
ID	LP108696
Full Name	John Andrew & Susan Cowie
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 below my response to Question 46 relating to Dacorum's New Local Plan: Issues and Options Consultation – November/December 2017</p> <p>Question 46 - Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it?</p> <p>Answer: Yes</p> <p>I am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring, for the following reasons:</p> <ul style="list-style-type: none"> • This land is adjacent to Chilterns AONB • It is green belt land • The site was overwhelmingly rejected last time round. Surely its identification yet again as a possible site for expansion makes a mockery of the consultation process? • It is completely inappropriate to locate industrial units and warehouses near the town • It would cause traffic congestion and consequent pollution • There are no plans for adequate infrastructure - schools, car parking in the town or at the station (where the car park is already full to overflowing at 8 am on weekdays) • Valuable farmland would be lost <p>It is an important wildlife site</p>
Include files	
Number	Question 46
ID	LP108715
Full Name	AMANDA AND PATRICK MCGRATH
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 investigated the 4 housing proposals around the village of Kings Langley, we write to express our dismay, deep concern and objection to the number and scale of housing and industrial proposals which will affect the character and functioning of the village. The precious green belt land surrounding the village of Kings Langley is highly valued and used by residents and indeed is one of the many reasons people choose to live here</p> <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 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.</p> <p>Parking</p> <p>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</p>

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?

Retail & Leisure

We are well served for retail and Leisure in Apsley, Hemel Hempstead, Jarman Park and Watford and do not see this as a priority in the context of the above issues.

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 46
ID	LPIO8716
Full Name	AMANDA AND PATRICK MCGRATH
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside Farm</p> <p>Our greatest concern is sacrificing the thriving Wayside Farm for industrial and office use when there does not appear to be a great need. The well established Maylands estate is nearby, and there has been vacant office space on the A4251 in Apsley for several years and as far as we can see Westside still has a lot of empty space. The new Imagination offices and the Galliard redevelopment of Pinnacle House on Home Park Mill Link Road are, and will be, a vast improvement in the area but of course this all adds to the congestion of the surrounding residential roads and near the station.</p> <p>However I am confused as the proposal also states that potentially 2,000 homes could be built on Wayside Farm and a further 900 on Rucklers Lane which we and our fellow residents will strongly oppose.</p>
Include files	
Number	Question 46
ID	LPIO8719
Full Name	LEE AND STEPHANIE 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>We are writing to share our objections to the proposed developments of Bovingdon, which include a further 360 homes in addition to the existing plan of 90 homes.</p> <p>Our objections are based on the following:</p> <p>1) Bovingdon's infrastructure is already at breaking point. For example, there is major traffic congestion and parking problems in the High Street that make it problematic to access local businesses and the school, at any point in the day. Crossing the road with our three year old is hazardous due to the number of parked cars and there is nowhere safe to park if the need arises to drive children to school.</p> <p>On a Saturday, leaving or entering the village via Box Lane after 10am involves sitting in tailbacks, at times for hours, due to the market. The proposed access routes for sites 'Grange Farm' 'Louise Walk' and 'Homefield' are already lined with parked cars and congested. Furthermore, there is a grave issue with flooding; Box Lane floods (especially the dip as you enter the village</p>

	<p>by the new retirement development), the bottom of Nye Way/Ryder Close/Green Lane recently flooded and also the top of Green Lane as you turn in left from Ley Hill Road/Chesham Road is also impassable after heavy rain. To increase traffic without addressing the existing problems surrounding the proposed sites seems irresponsible.</p> <p>2) Community services, such as the primary school and doctors are already at capacity and there is not scope to develop them further. For example, with the new retirement properties, our existing two doctors surgeries will be placed under further pressure and the primary school is oversubscribed. It is not be possible to expand onto common ground behind the school, since it is protected.</p> <p>There is detail of a proposed preschool in site BOV-h1 Grange Farm, which is not needed, as the village preschool was recently under threat of closure due to falling numbers. Funds were raised to enable its continued presence and a successful local marketing campaign improved the number of children enrolled. However with the Old MacDonald nursery in Bovingdon and another in close by Latimer, there will not be the need or demand for a third preschool at this site.</p> <p>3) The environmental impact on Bovingdon, both during the development and afterwards, would be devastating and signify the loss of Green Belt land, that once built upon, is lost forever. As someone who grew up in the village, returning to raise my daughter, I feel strongly that further development (450 new homes increases Bovingdon's total homes, population and cars by 25%) will negatively impact the quality of life that existing Bovingdon residents are working hard to provide for their families</p>
Include files	
Number	Question 46
ID	LPIO8756
Full Name	SARA RAY
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 taking this opportunity to voice our opinion on the proposed house building in Kings Langley.</p> <p>To build on Wayside Farm is in our opinion one way to destroy the village</p> <p>It will spoil the look, the feel, will become yet another housing estate.</p>

	<p>But the worse thing about all this is, it is Green Belt which is still being worked on by a tenant farmer for many years and as we understand has never missed a payment in rent.</p> <p>Not to mention there are only two Jersey herds left in Hertfordshire.</p> <p>The traffic/pollution is bad enough in rush hour already to add to this would be a massive mistake.</p> <p>We live in Blackwell Road just up the road from Rectory Farm, to build houses there will make a massive difference to our road as this is already becoming a fast rat run for people avoiding the high street.</p> <p>If one of you was to come down to our road in the evening or weekend you would see the problem also with the parking, to the extent pavements are starting to disappear because you are allowing people to park on them leaving only the road to walk on.</p> <p>So with large amounts of new housing in an already busy congested area this would be a nightmare.</p> <p>If you do go ahead with building 200 homes are you going to supply up to 500 parking spaces to cover this, as most people have two vehicles these days, plus the children have cars as they get older.</p> <p>But out of the two sites we would have to bow to the Rectory Farm plot as this is a brown field site and has Buildings already. But still parking should be addressed.</p> <p>We fully understand that more houses are needed, but spread out in a more thoughtful way</p> <p>And as we all know once the Green Belt is gone, it's gone!</p> <p>Not a nice legacy to leave for future generations.</p>
Include files	
Number	Question 46
ID	LPIO8757
Full Name	richard durnford
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I strongly object to any development of greenbelt land in the borough and particularly at Shendish. We moved to Shendish with a young family last year and consider that this unique and historic area would be ruined by the development under consideration. There are numerous important practical and environmental reasons why

	greenbelt at Shendish and the rest of Kings Langley should not be used for development, including inadequate infrastructure, road access, and adding to congestion and pollution (I understand that pollution in Apsley already exceeds guidelines), moreover the irreversible loss of this greenbelt land and the coalescence of Kings Langley into Hemel Hempstead must be avoided.
Include files	
Number	Question 46
ID	LPIO8792
Full Name	Mr Lawrence Parnell
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 make the following comments in respect to your current consultation:</p> <ol style="list-style-type: none"> 1 The eastern administrative boundary of Dacorum BC, as it relates to Kings Langley, does not include a significant area to the east of this line which is within the Kings Langley catchment. The boundary between Dacorum and Three Rivers District Council is artificial and bears no relationship to the practical day to day lives of residents and commerce (both of which are substantial and significant in quantum) and their focus on Kings Langley, e.g. for usage of Kings Langley Station, access to Junction 20 of the M25, High Street services, Doctors surgery, etc. Allocation of housing demand and its associated needs, must take into consideration not only the demands of the existing true catchment but also the potential of this catchment area to contribute to the demand response. There are, for example, lands on either side of the M25, immediately north of Junction 20 and not within Green Belt but within Three Rivers DC, which ought to be included. However the Three Rivers Planning website – which includes a Kings Langley sub-section - is devoid of any suggestion that that Authority is required to meet demands similar to those being considered by Dacorum. <p>Thus, as currently proposed, any and each of the Options presented for Kings Langley, is based on an incorrect and unreasonable understanding of Kings Langley.</p> <ol style="list-style-type: none"> 1 The pressures on Kings Langley as it exists today are immense. Traffic congestion on the A4251 is

	<p>a daily occurrence and at all times of the working day, including Saturdays. Parking for the High Street (including the dedicated car parks), and Kings Langley Station is at or close to capacity most of the time. Distributor roads off the A4251, e.g. towards Chipperfield, struggle to cope with existing demand. Kings Langley Junior and Senior schools are at capacity.</p> <p>Kings Langley is struggling, even as it is today.</p> <p>No Options should be considered without there first being a comprehensive study of the current demands and resources on daily life in Kings Langley, and a forward projection of these assuming the status quo. Only then can an effective Impact Assessment be made for significant development of the kind proposed in each Option, let alone justification for inclusion of Green Belt lands. Furthermore, such Impact Assessments must be accompanied by detailed explanation of changes to, and additional, infrastructure that will be required – Junction 20 layout, Kings Langley Station and the services it provides, the High Street, schools, health, roads and transport, local employment, green space, leisure, etc. Such Impact Assessments are essential and should be subject to public scrutiny prior to the adoption of any plans for development let alone those proposed in the Options.</p>
Include files	
Number	Question 46
ID	LP108793
Full Name	Claire Monaghan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I strongly object to the proposal to build on wayside farm, it is a working farm, one of only two jersey cow farms in hertfordshire, it is also green belt, and deserves to be protected for the sake of wildlife and future generations.
Include files	
Number	Question 46
ID	LP108796
Full Name	geraldine Meikle
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Whilst I do support building on brownfield sites, as I appreciate we do need more housing for young people, I simply cannot accept any of the proposals for building houses on Green Belt sites.</p> <p>My main concerns are that we will lose the whole character of our village, and will simply become part of Watford and Hemel Hempstead - coalescence, I believe this is called. Given the historical value of Kings Langley, I feel the council need to consider this aspect very seriously.</p> <p>In addition, there will be a huge increase of traffic on our local roads, which are already in disrepair and over-crowded. There is currently insufficient parking in the village and this will only deteriorate further if any of the additional houses are built.</p> <p>You will be aware of the huge queues that develop during rush hour, going through the village to get to the M25, or get back from the M25. Unless another bypass of the village was built to assist with the additional volume of traffic the additional housing would cause.</p> <p>I am also concerned about the impact on local doctor surgeries, as well as local schools. I already have to wait weeks for a routine doctor's appointment - this will only get worse if over 3000 houses are built.</p> <p>I appreciate that another school could be built on the Shendish site to allow for additional children who would come into the area if additional houses are built - however, the roads are simply not capable of dealing with the additional traffic that the school would bring.</p> <p>The whole road system would need to be overhauled, with the village become pedestrianised to cope with the additional volume of residents.</p> <p>Given the Chancellor's statement to encourage high quality, high density house building in city centres, with continued protection of green belt sites, I fail to understand why Dacorum Council are looking at building 3000 houses in a market village. This seems completely at odds with the Chancellor's statement.</p>
Include files	
Number	Question 46
ID	LPIO8797
Full Name	geraldine Meikle
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 cannot, for the life of me understand why the council is considering building an industrial estate on

	Wayside Farm. There are still commercial units on Maylands Avenue that are vacant - why do the council think Kings Langley would attract commercial entities if Maylands Avenue are unable to do so?
Include files	
Number	Question 46
ID	LPIO8798
Full Name	geraldine Meikle
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 suggest that the council look at Bovingdon Airfield for new housing provision. This site would be perfect to create a small village, complete with schools, doctor surgeries and other infrastructure. A decent road system could also be built which would not infringe the local villages.
Include files	
Number	Question 46
ID	LPIO8799
Full Name	Duncan Marriott
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 strongly opposed to the plans affecting Tring under the references Tr-h1 to Tr-h6</p> <p>Tring is a small market town adjacent to the Chilterns AONB and surrounded by agricultural land and open countryside. As I understand it, most of these developments are on greenbelt land.</p> <p>These plans will create an urban sprawl around the town, damaging the countryside and will dramatically change the nature and character of this market town.</p> <p>The town's infrastructure cannot cope with such an increase in population these plans will bring. Tring School is already one of the largest schools in the county and all of the junior schools are full. The plans in no way cater for the increase in numbers these plans will bring. They only pay lip-service to education and healthcare facilities in the town. The plans talk about our location and the good travel links we have. There is no mention of improving the train station and there is no mention of the traffic congestion these plans will cause in the town</p>

	<p>itself. Such a large increase in population will cause more traffic congestion and therefore, more pollution.</p> <p>We are fortunate to live in a small country market town. These plans will destroy valuable farmland around the town, will destroy wildlife habitats and place impossible pressures on the town and its facilities.</p>
Include files	
Number	Question 46
ID	LPIO8800
Full Name	Duncan Marriott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Tr-h5 (Dunsley Farm) provides a green corridor into the town, which these plans will destroy. I also believe plans for this specific site have previously been rejected. I believe it is wrong to destroy up to 12 acres of countryside land and use it for industrial units and warehouses. This would be completely out of character with the rest of the town.</p>
Include files	
Number	Question 46
ID	LPIO8801
Full Name	Desmond Anning
Company / Organisation	
Position	
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 oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule.</p> <p>As a resident of Tring for many years and now a regular visitor I am amazed that such a lovely part of the town's surrounding countryside should be included as a potential development site. These farms were one of the options the last time there was a public consultation on development sites and, unsurprisingly, residents and visitors alike overwhelmingly rejected it. Why has it been included this time one wonders?</p> <p>To build on these farms would totally destroy the landscape when entering and leaving the town and would ruin the character of Tring.</p> <p>As usual no joined up thinking by Dacorum Council as there is no mention where all the children of the planned</p>

	mass influx to Tring will go to school ,which are full already . Doctors are over loaded ,roads in dreadful repair , no parking .What a mess it will be for the small market town of Tring
Include files	
Number	Question 46
ID	LPIO8802
Full Name	Richard and Pru Murray
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 consultation document is very lengthy and although I have read it, I am no expert in housing or government policy to answer all the questions individually. I, am however, writing to give feedback related to the plan where I live in Berkhamsted. I do understand there is a need to build some more houses but I think there has to be due consideration given to the geographies of local settlements and current infrastructure. We have huge building developments in the last ten years in Berkhamsted (Stag Lane, Back Bridgewater Estate, Bearroc Park and Bank Mill). With this, there has been no corresponding investment in infrastructure and as someone who lives and works in the town, I have seen the negative effect this has on our local environment.</p> <ul style="list-style-type: none"> • There is the ongoing issue of the new multi-storey car park (near Waitrose). However, even if this is built I don't think it is going to alleviate the pressure on the town. There are very few spaces left in car parks on a Monday in term time and with more housing this is only going to increase. • There is no large supermarket with suitable parking. Waitrose isn't for everyone, is always hugely busy with very few parking spaces and the current Tesco Metro is not big enough for large shops. There are also no local convenience stores anywhere around Berkhamsted that stay open late. • Ashlyns School has already taken on yet another intake at year 7 (an extra two classes) and the roads leading up to the school are jammed in the morning/evening. With more housing this is going to increase and I don't think the school can continue to expand and expand. • The high street often has huge queues along it, particularly in the middle of the day. • There is already huge pressure on the doctors' surgeries. <p>As a historic town, Berkhamsted simply doesn't have the infrastructure to support more and more development however I accept that we will need some more homes just feel it shouldn't be in the quantities suggested</p>
Include files	

Number	Question 46
ID	LPIO8803
Full Name	Richard and Pru Murray
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Hemel Hempstead has undergone a very positive regeneration in the last couple of years and yet the town centre often feels empty although leisure improvements at Jarman Park are good. It would seem sensible to increase housing in this area where there are good roads, good space for businesses particularly down Maylands (and with many empty office units) and near good transport links of M25, M1, A41.
Include files	
Number	Question 46
ID	LPIO8810
Full Name	MR SIMON LIGHT
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Berkhamsted, as highlighted in the plan is development constrained with its valley topography, with clear changes in the past 5 years of:</p> <ul style="list-style-type: none"> • Increased congestion and air / noise pollution - particularly during peak school drop off times • Very limited public transport services increasing the reliance on cars in the town • Increased retirement housing provision, with more limited examples of affordable housing provision • General population growth in and around the area increasing the stress / demand on medical services, public facilities, sports facilities / groups • Commuter increase from / to Berkhamsted train station serving London <p>Berkhamsted as one of the identified market towns is already delivering to the plan of 600 homes over the current strategic period. Any more homes will put significant stress on the existing fabric of the community, which is already out-performing its housing delivery target.</p>

Include files	
Number	Question 46
ID	LPIO8811
Full Name	MR SIMON LIGHT
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Specifically, the proposed site development at Be-h1 will negatively transform the character of Berkhamsted as a successful, attractive and thriving town with its aim of improving of life of citizens, rather than detracting from it.</p> <p>The plot to the east of Thomas Coram School is highlighted as an area for mixed use development - however, development of this plot will provide a hugely negative contribution to the Berkhamsted community, for reasons including the following:</p> <ul style="list-style-type: none"> • Huge cost of infrastructure and utilities - this will only require the developer to maximise the density of housing and limit the affordable provision of homes / public services / convenience retail etc to meet viability targets • Viability will be further squeezed with the significant amount of required excavation and landfill requirements - a predominant focus on the reuse of redundant / inefficient assets for housing purposes, across Dacorum will alleviate this environmental and economic risk • Continued reliance of Berkhamsted on commuters to / from London - getting people and from the station must be a focus, but the distance from the station will only increase the number of cars on the road, rather than encourage the use of cycles or pedestrian use • Huge loss of valuable green land encouraging the bio-diversity and agricultural means of the area, rather than over reliance on traditional office based work • The Junction at the top of Chesham Road is now highly congested with the new traffic installed on Kings Road. Any further development to the east of Chesham Playing fields will only increase this congestion, pollution and safety risk

	<ul style="list-style-type: none"> The creation of a 'new community' with its own public services etc provides a significant social risk, in a tight community like Berkhamsted. The development must be looked at the context of the overall planning of Berkhamsted, not just one development site <p>The train station - increasing the population of Berkhamsted will require an expansion of the train station. Currently at peak commuter times, there is often standing room only on the trains and the platforms are becoming overly crowded. More commuters will only increase the safety risk on platforms and further drop the quality of the travel experience. Network Rail are not likely to prioritise this with their budgetary constraints and other programmes of work (eg electrification of lines and redevelopment of Euston Station)</p>
Include files	
Number	Question 46
ID	LPIO8814
Full Name	MR TOM CHARLESWORTH
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Factual inaccuracy in the Shendish submission</u></p> <p>The proposal put forward by the Shendish consortium is factually inaccurate. There are nine properties that are privately owned within the northern section of land put forward as available for development by the consortium. This is wrong (including morally wrong) and misleading. The Land Registry Title numbers can be found on the Registry website.</p> <p><u>Objections</u></p> <p>1 Historic environment (your ref SA8)</p> <p>I object to the development of the Shendish area for historical reasons, which you currently consider would have an 'uncertain' impact.</p> <p>1 Shendish is an area of historical interest that stretches back to Norman times and beyond. The name 'Shendish' is thought to be a corruption of the name of Ralf de Chenduit, who sub-let the farm from William the Conqueror's brother.</p> <p>1 Development of the site could affect the setting of the Listed Buildings of Apsley Manor Farmhouse and Shendish House which are surrounded by the site. The north part of the site is a locally registered</p>

park and garden, associated with Shendish Manor. The site is also partly located in an area of archaeological significance (prehistoric activity & settlement, Rucklers Lane). The County Archaeologist has identified there to be a high risk that heritage assets with archaeological interest are present on the site. Archaeological assessment would therefore be required before the submission of a planning application.

1 Biodiversity (your ref SA1)

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

- 1 The whole Shendish area is a natural wild-life habitat for our indigenous animal species. They have become long-established within the woodlands and fields. For example, deer, badgers, foxes and bats live happily here. There are numerous species of birds, including owls. Any development of the area would inevitably force these animals out; light pollution would affect them and architectural landscaping would not support them.
- 1 The Shendish area is full of fields and stretches of natural woodland, some of which is deemed 'ancient'. Additionally, there are many trees with Preservation Orders, and numerous specimen trees planted many years ago as an overspill from Kew Gardens. To remove this habitat would destroy the longstanding, historic nature of the area. Landscaping would be no replacement whatsoever.
- 1 Changing the nature of the land (including the Kings Langley farmland proposed for development) would not, as outlined by the Biodiversity Action Plan, do the following:

It would not:

- protect, maintain and enhance biodiversity and geodiversity
- support the farming industry or children's knowledge and understanding of that industry
- help the sustainable management of our woodlands and other habitats, or protect them against conversion to other uses
- conserve and enhance the green infrastructure of the Borough
- recognise the social/environmental value of such sites, or increase access to woodlands, wildlife and geological sites and green spaces, particularly near/in urban areas
- encourage people to come into contact with, and understand and enjoy nature.

1 Flood risk (your ref SA3)

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

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

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

1 Landscape (your ref SA9)

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

1 Green Belt

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

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

1 Brown field

In particular, however, the potential use of existing brown field sites is not transparent. These should be fully utilised before any use of green belt is considered. There are no brown field proposals in the Land Plan, and it is not clear what sites already have planning consent but are yet to be built upon. Nor is it indicated what existing buildings, such as offices, could be redeveloped into housing, or what planning consent has already been given for building projects which have not been

	<p>completed. Such opportunities might well exist at Westside Business Centre, the People building site, Diamond Point on the Maylands estate and the Hertfordshire County Council complex at Apsley, to name a small selection.</p> <p>1 Health and well-being (your ref SA10)</p> <p>I object to the development of the Shendish area as I believe there would be a significant impact on the health and wellbeing of its own and the wider population. You currently consider this to have neither an overwhelmingly positive or negative impact. I disagree.</p> <p>The Shendish area provides considerable recreational opportunities for the Dacorum residents. These include:</p> <ul style="list-style-type: none"> • an 18 hole golf course which is proposed should be reduced in size. However, this is highly unlikely to be as well-used as currently which puts the amenity at risk, as well as the local residents at risk from further building. • various Rights of Way and footpaths which must be protected, but are not included in the Local Plan. This is misleading • many opportunities for ramblers, cyclists, dog walkers and young adventurers from the Phasells Wood camp site and beyond. <p>In today's climate of the increase in obesity and health problems of our population, to take away such natural opportunities for healthy recreation can only have a negative impact on our health and well-being.</p>
Include files	
Number	Question 46
ID	LPIO8815
Full Name	MR TOM CHARLESWORTH
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>1 Other considerations</p> <p>I object to the development of both Shendish and Kings Langley for the following reasons, all of which add to the impracticability of the development proposals unless a very significant amount of extra money is spent to radically improve the infrastructure of the area.</p> <ul style="list-style-type: none"> • The volume of traffic along the London/Hempstead road, both through Kings Langley to the M25 interchange and through Apsley to Hemel Hempstead and on right up to the M1 junction is already dire during the morning and late afternoon peak times. It can, and often has, added up to 45

	<p>minutes to my journeys. It is difficult for emergency vehicles to get through this traffic.</p> <ul style="list-style-type: none"> • The entry point to Shendish Manor Drive is virtually opposite the small entry roundabout to the County Council and Westside offices, and it is often difficult to turn onto or off the London road. • There is regular flooding under the bridge at the bottom of Rucklers Lane which adds to the slow traffic and is an indication of grey water sewerage problems in the area. <p>There has already been a considerable increase in the local population over the past few years which has had a negative impact on the roads and trains, local car parks, and the local medical services.</p>
Include files	
Number	Question 46
ID	LPIO8818
Full Name	MR GARY CULLUM
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 not against house building and it is essential that homes are built in and around Bovingdon over the coming 18 years. But infrastructure improvements must be made first, or at the same time. And they will be difficult to achieve in a Victorian horse and cart High Street village.</p> <p>Without serious infrastructure improvements, any development in Bovingdon beyond the 90 homes in the existing plan is not sustainable and will negatively impact on the quality of life in the village.</p> <p>Sixty homes are coming close to the Prison Site and another 30 plus retirement homes are being built as I type on the former Hardings Garage site. There are several other applications before DBC planners for other new properties in the village, though the outcome of this applications is currently unknown. DBC has just sold its block of garages in Hyde Meadows to a housing association so there will be more - and I hope affordable social housing - on the way. The village is playing its part in increasing the housing stock.</p> <p>Until such time as Government changes its Green Belt policies then it would be wrong to take the four proposed</p>

sites out of the Green Belt. Indeed the proposal conflicts with

Dacorum's Core Strategy to minimise impact on Green Belt and safeguard the countryside. Do it once and the precedent is set and that land has gone forever.

Bovingdon's infrastructure is currently at breaking point - the High Street is hugely congested as are the side roads, many of which are narrow country lanes cannot cope currently and the High Street is hugely congested. We have parking problems now, let alone if anything up to 450 new homes were to be built. And that doesn't include the local consequences (and pressure on Chesham Road, Hempstead Road and Box Lane) of possibly building 900 homes just over the Bucks border.

The School, Bovingdon Academy, is close to capacity. And health services are under pressure - Longmeadow Surgery is shared with Kings Langley. Therefore, If the proposed house building for Kings Langley goes ahead we will be doubly impacted.

Such a dramatic increase in homes, population and cars means more pollution, the loss of Green Belt, increased water abstraction - at a time when our groundwater is at an all time low and our rivers (Gade, Colne, Misbourne, Ver, Bulbourne, Chess) are little more than brooks or ditches.

Bovingdon also suffers from an antiquated Victorian drainage/sewer system, already prone to breaking down on a regular basis. More house building ironically brings a greater risk of flooding

to the village which has several high risk areas which were underwater this time last year, forcing a number of families to spend months away from their homes.

Up to 450 new homes represents a 20-25 per cent increase in the housing stock and would be totally unacceptable.

I'm not against house building, in fact it is vital for the future well being of the village, but we are already playing our part with 90 new homes and other infill building to come.

Include files	
Number	Question 46
ID	LPIO8819
Full Name	Mr B Neal & Miss C Todd
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 our formal objection to the development of 4 Green Belt sites within Kings Langley which includes Shendish located on the borders of Kings Langley.</p> <p>We wish to object and our preferred option would be Option 1A with the best outcome for Kings Langley.</p> <p>All 4 sites would cause severe congestion to the village of Kings Langley. Kings Langley has become very much congested with general traffic at the current time and by introducing developments to the village would see serious complications with traffic flow. One accident on the A41 can stop any traffic flow through Kings Langley with cars diverted through the village, this has a knock on effect into Apsley and through to the main Hemel Hempstead junction of the A41 connecting with the town centre (funny roundabout).</p> <p>The four sites have not been considered carefully within Dacorum Borough Council planning. Access to all the four sites do not have sufficient road infrastructure networks.</p> <p>The development at Shendish would see the merge of Kings Langley with Hemel Hempstead something which in our experience is one of the key factors of avoidance within planning and the environment.</p> <p>The introduction of hundreds of houses to the area would generate the need to provide schooling of both primary and secondary school level. Both the Kings Langley Primary and Secondary Schools are well over subscribed which would just add to the problem and have a knock on effect to vehicle movement within the area with families trying to drive to nearby schools which would also be oversubscribed.</p> <p>We fail to understand why local brownfield sites within the local towns have not been developed first before any encroachment into the green belt. There are many sites within the Dacorum borough which would be more than sufficient for residential redevelopment. Dacorum Borough Council should look to work with the land owners and help provide redevelopment advice, this then would provide more housing stock through housing associations and also generate the Community Infrastructure Levy and Council Tax income for Dacorum Borough Council. There are many sites which would benefit from residential development for example, the derelict buildings of The former Hemel Hempstead Hospital, offices to the rear of HH town centre which have been vacant for some years, former Dacorum Council office site, former HH market site and adjacent derelict pub, former Dacorum college etc etc. All these</p>

	<p>sites have very good transportation links and access to main roads which would provide a large quantity of housing placed upon the local council by the government.</p> <p>One of the sites in Kings Langley namely Wayside Farm sees the abolishment of a working dairy farm which this country as a whole sees an ever increasing decline. The proposal to develop this site in particular gives no regard to the loss of a families livelihood which has been farming for many years through generations. This family cannot simply relocate like moving any other business, farms are very hard to come by with most ceasing to farm the land and the buildings being used for alternate uses and residential conversion. Wayside farm provides food and milk products to many local residents and thousands of people by way of the milk produced and collected by Arla, one of the largest dairy organisations in the country.</p> <p>We urge Dacorum Borough Council to consider ALL BROWNFIELD SITES this would meet the current demand for housing and future housing targets.</p> <p>We also hope you take this objection and the many other objections by local residents seriously.</p> <p>Thank you for taking the time to hear our views.</p>
Include files	
Number	Question 46
ID	LPIO8821
Full Name	MR GORDON 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>As a resident of Kings Langley, I am totally opposed to the new plan for development proposed by Dacorum council for the development of 4 sites within the village.</p> <p>The infrastructure would not be able to cope and it would destroy the very character of the village which most of us moved here for.</p>
Include files	
Number	Question 46
ID	LPIO8843
Full Name	MR M TOGHER
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Wayside Farm</u></p> <p>My family live just off Great Park which lies adjacent to Wayside Farm. We often utilise the children's playground on our estate which overlooks this farm. Our young children, along with others on the estate, enjoy looking out on the animals residing on this farm (particularly the herd of Jersey cows).</p> <p>We also enjoy and support the farm produce that Charlie Wray (tenant farmer) and his family have been developing for the past few years.</p> <p>The country pathways that run through this farm are well used and enjoyed by both villagers and ramblers from outside the county</p>
Include files	
Number	Question 46
ID	LPIO8851
Full Name	MR CHRISTOPHER PETTIT
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	. To build on Wayside Farm would be a act of vandalism. This is a viable dairy farm which, with its raw milk, open days and farm shop, provides an important community resource, not just for the village but for miles around.
Include files	
Number	Question 46
ID	LPIO8852
Full Name	MR CHRISTOPHER PETTIT
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	4. Limited development at Rectory Farm would be acceptable, provided it was based on the footprint of existing buildings and was mainly much needed social housing.

Include files	
Number	Question 46
ID	LPIO8853
Full Name	MR CHRISTOPHER PETTIT
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	5. Affordable housing at Hill Farm might have been acceptable were it not for appalling traffic congestion on all surrounding roads, caused, mainly, by the proximity of three schools.
Include files	
Number	Question 46
ID	LPIO8854
Full Name	MR CHRISTOPHER PETTIT
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Development at Shendish (part of Kings Langley) would remove the rural barrier between Hemel and Kings Langley.
Include files	
Number	Question 46
ID	LPIO8855
Full Name	MR AND MRS T AND C PEARSON
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Apologies first that we have not had time to go through the detailed questionnaire but would like to comment on the Dacorum Local Plan generally. We moved to Kings Langley over 38 years ago with the express intention of bringing up a family in this rural environment; one of our children is now bringing her family up in the village for the same reason. It is a village and our expectation is that it should remain so. It provides amenities and

services commensurate with the size of the village and to overburden it with excess development will result in a loss of identity as a village.

The care home development at 32 High Street will already cause additional congestion and stretch the ability of emergency services to gain access to the village at peak times and we understand that Dacorum have recommended approval of the McCarthy and Stone proposal to develop 40 units in Hempstead Road: this will not help the smooth flow of traffic through the village. Car parks are already at capacity and any further pressure will encourage those seeking services in the High Street to go elsewhere thereby depriving shops and businesses of trade.

The current village infrastructure would not support the enormity of what is being proposed, even if only a small part of it were to be put into place. If fundamental changes were to be made to the village infrastructure Kings Langley would lose its character, environment and attraction as a village. Indeed arguably Kings Langley would become a town. We feel this would be unacceptable and a loss to the surrounding area.

We therefore object strongly to any notion that Green Belt land in Kings Langley should be developed whilst there are brownfield sites to be explored in the Dacorum area.

Include files

Number Question 46

ID LPIO8856

Full Name MR AND MRS T AND C PEARSON

Company / Organisation

Position

Agent Name

Company / Organisation

Position

Your Opinion - Please state your opinion here Yes

Your response - Please add your response here We do not wish to see Kings Langley become an extension of Hemel Hempstead via the Shendish proposal

Include files

Number Question 46

ID LPIO8857

Full Name MR AND MRS T AND C PEARSON

Company / Organisation

Position

Agent Name

Company / Organisation

Position

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	neither do we wish to see a southerly creep via Wayside Farm to an eventual Watford Hemel conurbation. Wayside Farm is a working farm having one of the last Jersey milk herds in the county producing food and providing employment and education to the local community; how can you justify removing this amenity?
Include files	
Number	Question 46
ID	LPIO8858
Full Name	MR AND MRS T AND C PEARSON
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Rectory Farm has been mooted as a potential area for development for as long as we have lived in the village but to put as many as 200 houses here would surely exert excessive pressure on Rectory Lane and Hempstead Road and the rest of the village.
Include files	
Number	Question 46
ID	LPIO8859
Full Name	MR AND MRS T AND C PEARSON
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The Hill Farm site does not offer level access to village amenities. The idea of up to 280 houses having access to Love Lane would only exacerbate current traffic problems. With three schools in the vicinity Love Lane already suffers gridlock at peak times. This gridlock extends to Common Lane, Vicarage Lane and Langley Hill.
Include files	
Number	Question 46
ID	LPIO8862
Full Name	Dr David Eastham
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 on the new proposal for a Dacorum Local Plan, with particular reference to Bovingdon.</p> <p>There are already 90 approved homes in the existing plan, and without infrastructure improvements any development beyond that number is not sustainable; there would be a negative impact on the nature and quality of life in the village.</p> <p>In particular the proposal appears to conflict with the core strategy of minimising impact on the Green Belt.</p> <p>One of the major concerns is the lack of infrastructure with particular emphasis on the road problems within Bovingdon; traffic congestion and parking are major issues. Bovingdon is served by one major through road, the B4505, which runs between Hemel Hempstead and Chesham with Bovingdon being approximately mid-way between those two. Often the road is completely blocked particularly at weekends, and emergency services would suffer major delays should a serious incident occur. I also understand that this road is recognised as the busiest B road in Hertfordshire. Three of the suggested development sites would require access through <i>Green Lane</i>, which is already heavily used by vehicles approaching on the minor country road from Chipperfield, and wanting to avoid the centre of Bovingdon.</p> <p>Bovingdon's community services are already at stretching point. Bovingdon Academy is at or near capacity, and cannot expand. Doctors and dentists are also at capacity, with one of the practices being shared with Kings Langley and would be impacted even further.</p> <p>Over the years Bovingdon has suffered from flooding in certain areas. The village is built on a substantially clay based subsoil, and the drainage/sewerage systems are unable to cope with heavy rain particularly at the Ryder Memorial; this causes serious problems with those wishing to pass down <i>Green Lane</i> (see above).</p> <p>There would, therefore, be a serious deleterious environmental impact on the village with an increase in homes, people and vehicles.</p>
Include files	
Number	Question 46
ID	LPIO8863
Full Name	MR COLIN RICHIE
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 am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring, for the following reasons:</p> <ul style="list-style-type: none"> • This land is adjacent to Chilterns AONB • It is green belt land • The site was overwhelmingly rejected last time round. Surely its identification yet again as a possible site for expansion makes a mockery of the consultation process? • It is completely inappropriate to locate industrial units and warehouses near the town • It would cause traffic congestion and consequent pollution • There are no plans for adequate infrastructure - schools, car parking in the town or at the station (where the car park is already full to overflowing at 8 am on weekdays) • Valuable farmland would be lost <p>It is an important wildlife site</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 46</p>
<p>ID</p>	<p>LPIO8864</p>
<p>Full Name</p>	<p>ALIENA BROWN</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>Question 46 – Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note that accompanies it?</p> <p>Answer: Yes</p> <p>I strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would</p>

	destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.
Include files	
Number	Question 46
ID	LPIO8865
Full Name	Mrs A King
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 46 - Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it?</p> <p>Answer: Yes</p> <p>I am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring, for the following reasons:</p> <ul style="list-style-type: none"> • This land is adjacent to Chilterns AONB • It is green belt land • The site was overwhelmingly rejected last time round. Surely its identification yet again as a possible site for expansion makes a mockery of the consultation process? • It is completely inappropriate to locate industrial units and warehouses near the town • It would cause traffic congestion and consequent pollution • There are no plans for adequate infrastructure - schools, car parking in the town or at the station (where the car park is already full to overflowing at 8 am on weekdays) • Valuable farmland would be lost • It is an important wildlife site
Include files	
Number	Question 46
ID	LPIO8892
Full Name	mrs susan stier
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Q46- YES</p> <p>DBC are too hasty offering specific green belt sites for consultation in the draft Schedule of Site Appraisals. The proposed excessive development of Berkhamsted is driven by greed of developers to build where they can make the most profit.</p> <p>Core Strategy recently rejected individual sites - giving detailed reasons for rejection, yet a few years later Dacorum planning are ignoring these reasons without explanation.</p> <p>Be- h1</p> <p>Be-h2</p> <p>Be-h3</p> <p>Be-h4</p> <p>Be-h5</p> <p>Be-h6</p> <p>Be-h7</p> <p>Be-h8</p> <p>All these site were rejected for development with compelling reasons.</p>
Include files	
Number	Question 46
ID	LPIO8894
Full Name	Rupert and Mary Lines
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 objection of the local plan for the bovingdon area to build circa 450 new homes. My main objection to these plans is there appears to be no plan whatsoever ever to improve infrastructure for the local area to cope with this large increase in homes/ population.</p> <p>The local roads are already congested, (box lane and our high street are particularly bad at peak times and Saturdays) parking is appalling particularly in bovingdon high street. Our local school is full to bursting, as is our local doctors surgery. Therefore, without due consideration for these basic amenities it seems mad to push forward with an extra 450 homes, leaving I would suggest everyone unhappy.</p>
Include files	
Number	Question 46

ID	LPIO8896
Full Name	Gail Levy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Very many other people I have talked to are against your proposals to build on Kings Langley Green Belt sites but, like me, cannot respond to your consultation document.
Include files	
Number	Question 46
ID	LPIO8900
Full Name	MR DAVID HALLIWELL
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 strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LPIO8901
Full Name	JULIE DANIELS
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 strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LPIO8902
Full Name	Mr Geoffrey Barnett
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 strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>This ninety-two acre site forms a much-admired green corridor into the Town Centre. Bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty, this farmland countryside is extremely attractive and to build on these meadows would destroy this local landscape.</p> <p>To construct houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would ruin the picturesque and unique small market town character that Tring possesses and would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LPIO8903
Full Name	MR MATTHEW 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 oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>I am a regular visitor to Tring as my close relatives live there. The area covered by the Cow Lane and Dunsley Farms is surrounded by very attractive countryside much of which is designated an Area of Outstanding Natural Beauty. To develop this site would irrevocably damage the local landscape.</p> <p>To build on these farms would destroy the green corridor access into the heart of the town from the east and would thereby irreparably damage the unique historical market town character that I admire so much. It would represent the very worst example of urban sprawl.</p> <p>Thank you for taking my points into consideration.</p>
Include files	
Number	Question 46
ID	LPIO8904
Full Name	ELAINE BARKSHIRE
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 strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LPIO8905

Full Name	MR DERREN MAGGS
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 vehemently oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>This countryside area forms a rural gateway into the historic market town of Tring. The view from exiting the A41 in either direction is a pastoral panorama which is undisturbed and delivers an uplifting first impression. To remove this, would be to strip away the very identity of the town.</p> <p>This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>This green, operational pastureland is the visible entrance to Tring from the A41, and grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LPIO8906
Full Name	Catherine Spiri
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>My answer to Question 46 – Do you have any feedback on any of the sites....? Is YES</p> <p>I object to the inclusion of the Site reference Tr-h5 – Land at Dunsley Farm Tring.</p>

	<p>I am a frequent visitor to Tring and I always very much admire the approach to the town from the Berkhamsted side.</p> <p>The farmland scenery surrounded by the Chiltern Hills is beautiful and affords an extremely attractive entrance right into the heart of the town. To build on this site and spoil the scenic countryside views would destroy the rural character of this historic and unique market town. It must not happen.</p>
Include files	
Number	Question 46
ID	LPIO8907
Full Name	NICOLA PEPPER
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 strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community</p>
Include files	
Number	Question 46
ID	LPIO8908
Full Name	JILL BAXTER
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 object to the plan to build 1,600 more homes in Berkhamsted, in addition to the 628 recently built and the 600 already planned.</p>

	<p>The scale of the proposed development is far too big for the size of the town and it will have a negative impact on existing housing and residents.</p> <p>General infrastructure in the town would need significant expansion to cope with the extra residents, in particular schools, Doctors' surgeries and roads. Schools in the town do not have the capacity to expand for such large numbers of extra students. I am particularly concerned about the proposed development at the eastern end of the town, where I live. This will greatly increase the amount of traffic on roads such as Swing Gate Lane and Chesham Road which are not suitable for larger volumes of traffic. There are already safety issues with children walking to school and this will only get worse.</p> <p>Many of the proposed developments are on Green Belt land and I am concerned that once this land is taken for development it can never be replaced.</p> <p>Berkhamsted has very few public open spaces and the proposed developments will have the effect of increasing the ratio of built-up areas in the town to these open spaces</p>
Include files	
Number	Question 46
ID	LPIO8909
Full Name	MR DAVID CHAPMAN
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 green belt needs to be kept green for all of us including our children and generations to come.</p> <p>Places like Shendish make Kings Langley and Hemel Hempstead a better place to live, enjoyed not only by golfers but walkers, dog walkers, families and by people that just want to escape to the countryside.</p> <p>With just a short walk from Kings Langley and Hemel Hempstead you can see the beauty of open spaces, wildlife like bats flying around of an evening and many more wild birds and animals.</p> <p>Green areas like Shendish are why people want to live in Kings Langley and Hemel Hempstead.</p> <p>The fact you can easily walk out into the green belt countryside gives me and the people that live here a great sense of where they live be it Kings Langley, Hemel Hempstead or the other towns and villages nearby. If we build on Shendish and the other areas</p>

	<p>protected by the green belt all these towns and villages will blend into one.</p> <p>Shendish should be thought of as an asset to the community rather than somewhere to build on.</p> <p>I have lived in the local area all my life and don't want to lose the joy of our green belt.</p> <p>Once it's gone it's gone for good. I'm sure our children and generations to come will look back at the thought of destroying the green belt with total dismay.</p> <p>While we can let's think of Shendish as a beautiful historic asset to the community and protect it for the future and generations to come</p>
Include files	
Number	Question 46
ID	LPIO8912
Full Name	Mrs Karen Roberts
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>At present, all the schools in Berkhamsted are full and over-subscribed. It was suggested that Ashlyns will probably become a 10-form entry school. As a teacher there, I know how ruinous this would be. The train into London is permanently overcrowded in the mornings and Euston is bursting in the evenings. The car parks around the station are full - this will become completely unsustainable with anywhere between the proposed 600 and 2,000 + extra homes. Shootersway is extremely congested at peak times of the morning and evening and most of the new housing proposals are on or near that road; again, I am certain that the road is already at capacity and cannot take more vehicles. As for the town centre traffic lights, they are becoming a dangerous hazard for pedestrians and queueing to get through them simply to cross the main road can take a ridiculous amount of time now - what will happen with more traffic streaming down Kings Road? When I want to make an appointment with the doctor, it is usually a two week wait now: where are the plans to improve the infrastructure?</p>
Include files	
Number	Question 46
ID	LPIO8913
Full Name	Mrs Karen Roberts
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 sees that Berkhamsted, Tring and Hemel Hempstead are going to be built up heavily whilst Kings Langley appears to be escaping with a relative "handful" of new build homes: I cannot understand why this is the case when in fact, Kings Langley seems to be the least congested, has better transport connections and plenty of space. Building up everywhere else but not Kings Langley seems very unfair and irrational.</p> <p>If you look at Aylesbury, Leighton Buzzard and numerous other towns which have been over developed, the original town centres have been rendered desolate . It would be extremely short sighted if Dacorum were to do the same with three out of four of its towns ruined.</p>
Include files	
Number	Question 46
ID	LPIO8914
Full Name	LUCY BLUNDELL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Question 46</u></p> <p><u>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note that accompanies it?</u></p> <p>YES</p> <p>I strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre.</p> <p>This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p> <p>This site already suffers from flooding issues being located at the foot of the Wigginton hillside. The small stream that runs through Damask Close requires regular dredging by inhabitants of the close. Greater impermeable surfaces will only increase this issue.</p>

	<p>The traffic situation of this beautiful historic market town is already an increasing problem and will only suffer further with increased road users.</p> <p>Rush hour traffic turning out of Cow Lane is very slow and turning right onto London Road is ever more problematic.</p> <p>There are better sites elsewhere in Dacorum.</p>
Include files	
Number	Question 46
ID	LPIO8916
Full Name	DAVID BLUNDELL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Question 46</u></p> <p><u>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note that accompanies it?</u></p> <p>YES</p> <p>I strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre.</p> <p>This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p> <p>This site already suffers from flooding issues being located at the foot of the Wigginton hillside. The small stream that runs through Damask Close requires regular dredging by inhabitants of the close. Greater impermeable surfaces will only increase this issue.</p> <p>The traffic situation of this beautiful historic market town is already an increasing problem and will only suffer further with increased road users.</p> <p>Rush hour traffic turning out of Cow Lane is very slow and turning right onto London Road is ever more problematic.</p>

	There are better sites elsewhere in Dacorum.
Include files	
Number	Question 46
ID	LPIO8917
Full Name	Janet Pearce
Company / Organisation	Abbots Langley Parish Council
Position	Planning and Meetings Officer
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Dear Sir/Madam,</p> <p>Members of Abbots Langley Parish Council's Planning and Highways Committee considered the above consultation and its effects on the Parish at their last meeting on 6th December 2017 and wish to submit the following comments in response:-</p> <p>"Abbots Langley has already absorbed a significant amount of development on green and brownfield sites. The parish shares a boundary with Dacorum District Council.</p> <p>Members are concerned that if significant development was to go ahead in the Kings Langley, Nash Mills and Apsley areas due consideration be given to the wider shared local infrastructure, particularly roads, public transport, educational and whole of life medical services.</p> <p>Regard must also be given to traffic volumes, the impact this will have on local air quality and the potential impact on public health.</p> <p>Traffic congestion is already a major concern across the district and parish boundaries, if development was to go ahead then significant improvements will be required to the current road infrastructure."</p>
Include files	
Number	Question 46
ID	LPIO8918
Full Name	MR ROBERT FRASER
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Question 46 – Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals

	<p>or the Sustainability Appraisal working note that accompanies it?</p> <p>Answer: Yes</p> <p>I strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LP108920
Full Name	CHRISTINA ANNING
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 oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule.</p> <p>As a resident of Tring for many years and now a regular visitor I am amazed that such a lovely part of the town's surrounding countryside should be included as a potential development site. These farms were one of the options the last time there was a public consultation on development sites and, unsurprisingly, residents and visitors alike overwhelmingly rejected it. Why has it been included this time one wonders?</p> <p>To build on these farms would totally destroy the landscape when entering and leaving the town and would ruin the character of Tring.</p>
Include files	
Number	Question 46
ID	LP108921
Full Name	CHRISTINA ANNING
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	No where is there any mention of infrastructure,such as schools ,doctors ,roads ,to cater for the planned mass influx of people ,absolutely no forward thinking as usual from Councils
Include files	
Number	Question 46
ID	LPIO8922
Full Name	Mr David Hicks
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 oppose the plans for any development work whatsoever (currently 900 homes are being mentioned plus a school) in the space behind Lady Meadow towards Shendish Manor.</p> <p>This development would be entirely unacceptable for many reasons, including the lack on infrastructure - ranging from local shops, access/roads, station parking, GP services to meet demand, lack of NHS clinic, green space (the depletion of which is becoming more and more obvious in this area), access to the field for many dog walkers and nature lovers. Apsley is a bottleneck for traffic, as is Kings Langley high street. Getting anywhere in the morning with current levels of residents is a challenge in itself.</p> <p>There are plenty of other areas to develop housing estates on. Green belt land needs to stay green.</p>
Include files	
Number	Question 46
ID	LPIO8923
Full Name	GRAHAM AND PAM FENSOME
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 register our objection to the development of the land at Ivy House Land Berkhamsted Site Be-h3.</p> <p>Access to the site can only be made from Ivy House Lane at the eastern side of the field.</p> <p>At the south end of the lane, nearest the town, the lane has a single lane bridge over the railway.</p> <p>The lane remains narrow at the north end where it meets Berkhamsted common.</p> <p>Release of this Green Belt land runs against the Prime Ministers latest statements to protect and retain the Green Belt heritage.</p> <p>The site is adjacent to the Chilterns Area of Outstanding Natural Beauty and the development of this particular site would adversely affect this adjoining area.</p> <p>The council has failed to recognise the established Residential Area Character Study carried forward from the last District Plan.</p> <p>There are no footpaths or street lights, and the steep gradients made the area unsuitable for cycling.</p> <p>The site is subject to flooding during certain times of the year.</p> <p>There is no useful bus service to any part of North Berkhamsted and all services (inc Medical, Shops and Schools) are situated to the south of the railway and canal.</p> <p>Berkhamsted is currently exceeding its building requirement whereas Hemel Hempstead is currently running below its target and as such Option 1b to develop further in Hemel Hempstead should be adopted.</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 46</p>
<p>ID</p>	<p>LPIO8924</p>
<p>Full Name</p>	<p>Mrs Annie Wheeler</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>

Your response - Please add your response here

Please find below details of my concerns relating to the planning application, ref Be-h4, the land between Bell Lane and Darrs Lane.

I was born and raised in Northchurch and have lived in Darrs Lane for 50 years and, as a mother of 4 children, none of whom have remained in the area, partially due to the cost of housing, I am fully aware of the need for affordable housing in the area.

Having discussed this both my children and I feel that, if agreed, this development, in addition to the existing new developments locally, would spoil the nature and the charm of the village, as well as the surrounding countryside. This irreversible sacrifice would not be worth the number of homes created when there are other areas much more suitable.

Over the years I have also seen a dramatic loss of hedgerows and wildlife because of the increased housing pressure. I feel that it is vitally important to retain the remaining area of natural beauty, habitats and green belt. The Herts Wildlife trust reports a number of species currently under threat due to the over development of the area. These include, amongst others, hedgehogs, the ringed plover, skylarks, the song thrush and the barbastelle bat. Once lost these are irreplaceable.

The Government stance is that Green Belt should only be developed in very special circumstances with substantial weight given to any harm that a development would cause. Special circumstances are clearly not the case, in this instance, as there are many other sites that could be utilised. Even Dacorum's own consultants recommended that the areas Green Belt status be maintained.

Both Bell Lane and Darrs Lane are single track country lanes. There has already been an increase in traffic further to the building of the bypass, the hospice and the new Bearoc estate, with traffic backing up along Shootersway from the junction with Kings Road and in Darrs Lane. The lanes are already suffering from the number and size of vehicles using it. If permission is given for the proposed developments, the steep topography, the lack of public transport and the distance from facilities and services, would mean that additional pressure would be placed on the local roads / lanes.

250 new houses built would mean at least 300 additional cars, just from this development, plus those from the other developments in the Shootersway area.

There are any number of sites that could be developed that have better access to commuter and public transport links and to community services, GPS, schools etc which would negate the need for additional cars and the resulting traffic problems

As stated above I do fully understand the urgent need for housing in Dacorum but creating so many new properties in the Shootersway / Northchurch area is not the way forward. The plans seems to place a large percentage of the new developments in this area placing too much pressure on the village infrastructure, rather

	<p>than the new developments being absorbed by the whole of Dacorum</p> <p>I have been told that Berkhamsted, as a whole, and certainly the Shootersway area have more that fulfilled its obligations regarding the prescribed number of new homes when other areas have not. The need for new housing is, surely, in these areas and so the focus on development should also be there</p> <p>A large number of residents in Darrs Lane, Bell Lane and in Northchurch village have raised similar concerns, I hope that I have made these clear and that they will be given due consideration by the planning committee. In summary we feel that, if agreed, the development will have a detrimental effect on the village character and the sense community in Northchurch. We are also extremely concerned about the effects a development of this size (and the rest of the proposed developments in the Shootersway area) will have on the already stretched infrastructure.</p>
Include files	
Number	Question 46
ID	LPIO8927
Full Name	Mrs Alison Ashall
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 like to register my objection to green belt development around Tring in particular the Dunsley Farm site and that along Station Road. Tring is a small market town and in an area of outstanding natural beauty which this would have a catastrophic impact on the local environment, additionally the local infrastructure is quite unsuited to this development.
Include files	
Number	Question 46
ID	LPIO8928
Full Name	Ms Karen Harrison
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I wish to offer some feedback regarding the recent consultation for the house building proposals, in particular relating to Kings Langley.

	Shendish falls within Kings Langley Parish Council. As such there are two proposed greenbelt sites under threat of huge development in Kings Langley (HH-h3 and KL-h3), alongside the other two sites listed in the village (KL-h2 and KL-h3).
Include files	
Number	Question 46
ID	LPIO8929
Full Name	Ms Karen Harrison
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 commented on questions on the online website however I feel the need to express my concerns over the potential, permanent loss of green belt sites as a whole. Whilst I appreciate the need for additional housing, the loss of green belt sites is destroying the area for those residents who already live and work here. Many people choose to live in more rural areas and villages such as Kings Langley, as opposed to large towns and cities. By proposing these huge developments the council are in fact taking away the reason many people chose to live here in the first place and creating great urban conurbations without the plan or ability to accommodate the necessary infrastructure or desires of the residents.
Include files	
Number	Question 46
ID	LPIO8933
Full Name	John Wolff
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 so many new proposed sites around this town, even though the area has been developed well beyond original ideals. People moved here for the town's attractive characteristics and surroundings; not to be in an area whose infrastructure was "overbaked"!
Include files	
Number	Question 46
ID	LPIO8934
Full Name	Mrs Neena Rach

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 on Site ref:Be-h4. In reply to Q46</p> <p>My comments</p> <p>The sheer numbers proposed on these sites is frighteningly massive, and its inevitable knock on effect in terms of jobs, traffic, congestion</p> <p>And strain on local schools, doctors surgeries and general infrastructures like gas, rainwater, plumbing, sewage etc make it clearly unsustainable.</p> <p>Due to the lay of the land at the location and the existence of a very steep hill makes it clear that motor vehicle usage will become the norm for ordinary people to get and about - whether to work locally and further afield where a train would take them or to school or generally to get provisions. This will lead to congestions on roads especially Shootersway, (which already has higher than average traffic) provided that the single track lane at Darrs Lane can sustain such a constant traverse of vehicles along it. I cannot imagine Darrs Lane can be widened. The other direction into Northchurch or Berkhamsted High Street will create its own similar congestion.</p> <p>Wildlife and AONB</p> <p>There are so many hedges grasses and trees which enable the bird and animal population to thrive and grow and by developing that land will mean that the wildlife will disappear or at the least be diminished once more.</p> <p>Surely there must be other places where the wildlife does not have to be sacrificed.</p> <p>My comments may sound naïve and unstructured – none the less they are obvious and it is clear that the impact will have severe consequences.</p>
Include files	
Number	Question 46
ID	LPIO8937
Full Name	DAVID OLNEY
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 aware of the traffic infrastructure affecting this area with regard to pollution, schooling, medical provisions and congestion.</p>

I have lived in this area for over fifty years. The opening of the bypass (A41) had greatly helped to reduce the traffic in Berkhamsted and Northchurch. However, the ongoing developments in this area have now nullified the benefit of the bypass, in fact traffic is now heavier than before this said bypass. I therefore hope that this proposed green belt development will be prevented for the following further reasons:

- 1 There are, without doubt, other brown and redevelopment sites available for new housing.
- 2 The infrastructure, particularly on this site with its problems regarding drainage, lack of mains gas and poor water pressures, would render this site wholly unsuitable for development. This will further cause immense upheaval to the other residential areas around here.
- 3 The wildlife generally in this urban area is precious and should not be lost.
- 4 Berkhamsted and Northchurch in general would be detrimentally affected because of its historic interest and therefore this is one of my concerns.
- 5 This is Green Belt land and should not be developed, it would also be contrary to the recommendations of your own consultant.
- 6 Even with the recent planning approval for our garage, now built, the local archaeologists had to approve our scheme. Bearing in mind that we are so close to the Grim's Ditch, this particular site could be of historical interest.
- 7 Most weekends walkers use Bell lane and Darrs lane as a route through to other parts of Northchurch and Berkhamsted. If this proposal was to succeed, then visitors would not be encouraged to come and enjoy our lovely area, affecting the local economy.

8. My experience since 1976 is that development in Shootersway has increased from the roundabout at Cross Oak road up to the hospice of st. Francis, including Durrant's Lane, Bell Lane and Darrs Lane. My conclusion is, that in recent years the mass developments that have taken place in this area are enormous and done without any consideration or further thoughts about the infrastructure needed on how to serve this added traffic by the Highways Commission nor yourselves. This proposed scheme will further exacerbate this problem.

Include files	
Number	Question 46
ID	LPIO8939
Full Name	Trisha Malliff
Company / Organisation	
Position	
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 strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LPIO8940
Full Name	LINDA MAGGS
Company / Organisation	
Position	
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 strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	

Number	Question 46
ID	LPIO8941
Full Name	Dominic Spiri
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Yes. I oppose the inclusion of the Site reference Tr-h5 in the plan i.e. the land at Dunsley Farm Tring.</p> <p>I regularly visit Tring and approach the town from Berkhamsted. The view and scenery are magnificent in their current unspoilt state. The view of farmland surrounded by the Chiltern Hills is exquisite and affords an extremely attractive entrance into the town. To build on this site and spoil the associated countryside views will contribute to the destruction of the rural character of this historic and unique market town. I am firmly of the view that this land should not be built on in any circumstances.</p>
Include files	
Number	Question 46
ID	LPIO8942
Full Name	Mrs Dorothy Armstrong
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Yes, I strongly oppose the inclusion of site reference Tr-h5, the land at Dunsley Farm, Tring, in the schedule of potential development sites.</p> <p>This 92 acre site is a very much admired green corridor into Tring Town Centre. This farmland is extremely attractive border to the South and East by the Chiltern's Area of Outstanding Natural Beauty. To build on this area would destroy this local landscape.</p> <p>I feel that to build houses, warehouses, industrial units, large supermarket and a petrol station on this land would destroy the picturesque and unique small market town that Tring possesses. It would cause irreparable damage to the community of Tring.</p> <p>I hope you reconsider your proposal.</p>
Include files	
Number	Question 46
ID	LPIO8943

Full Name	JAMES DOLAN
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 Bovingdon resident I am really only in a position to make comments about the proposals for this village:-</p> <ol style="list-style-type: none"> 1 The existing plan was for 90 new homes to be built. If the Council's assessed need under Option 2C is in addition to this number then we would be looking at 450 new homes - an increase of 25% in the number of houses currently in the village. 1 Traffic and parking here are already causing major problems and any additional numbers would, of course, severely exacerbate this problem. 1 Bovingdon Academy is at capacity with no room available for expansion. 1 Available medical services are already stretched to the limit. <p>5. Any loss of Green Belt land would be a catastrophe.</p>
Include files	
Number	Question 46
ID	LP108945
Full Name	Carol Gilbert
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 to record my objections to the planning proposed in Kings Langley to provide housing to meet the government's directive.</p> <ol style="list-style-type: none"> 1 I was shocked at Dacorum's planning proposal to build thousands of houses on 4 sites effectively turning it into a town & destroying the village ethos & community feel. 1 Three farm sites would be eliminated changing the rural landscape & finishing the work of the Wayside dairy farm & livelihood of the farmer.

	<p>1 Traffic is already a problem despite the bypass & the proposal would need considerable infrastructure to provide additional access roads. It is difficult to see where these would be built without causing further bottlenecks.</p> <p>1 The High Street has many individual shops & businesses which are already suffering due to customers difficulty in finding parking spaces. The existing car parks are already full most of the time now. I do not want the existing High St to close as it is a vibrant hub of the village.</p> <p>5. Infrastructure, such as school, doctors surgery, etc would also need to be built again destroying the village effect.</p>
Include files	
Number	Question 46
ID	LPIO8946
Full Name	Shirley 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 am writing to express my objections to the proposed plans for building new homes on the following Bovingdon sites:</p> <p>BOV-h1 Grange Farm BOV-h2 Land South of Homefield BOV-h3 Land behind Green Lane and Louise Walk BOV-h4 Land at Duckhall Farm</p> <p>I am extremely concerned that building any additional homes in Bovingdon would have a major negative effect on the community. There potentially could be up to an additional 25% village residents.</p> <p>Traffic and parking in Bovingdon village is already a nightmare. The current level of doctors, dentists schools would be unable to cope with all the extra residents, and of course all these extra homes would have a huge impact on the Green Belt and the environment.</p>
Include files	
Number	Question 46
ID	LPIO8948
Full Name	Shirley Barker
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I therefore opt for Option 2B - 0 Homes
Include files	
Number	Question 46
ID	LPIO8977
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	Central to the problems for Berkhamsted sites is that it does not have the infrastructure, or the capacity to improve it, so as to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are anathema to the concept of sustainable development.
Include files	
Number	Question 46
ID	LPIO9053
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	The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. The town infrastructure and transport issues would mean that further development would be a disaster.
Include files	
Number	Question 46
ID	LPIO9054
Full Name	Mr & Mrs Webster
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 would like you to note that we strongly oppose the development of four green belt sites in our village of Kings Langley. It is a disgrace that you are considering doing this. We moved to Kings Langley in 2001 so that we could get away from the hustle and bustle of living in London, we wanted a quieter village life surrounded by green fields, farms and wildlife. This proposal will destroy our village with all its history. Since 2001 the village of Kings Langley has changed drastically already and now it is time for us villagers to put our foot down and stand up for our rights to live in a place we love. We will fight to protect our beautiful village.</p> <p>Enough is enough stop this over development now.</p>
Include files	
Number	Question 46
ID	LPIO9066
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	<p>Yes</p> <p>The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. The town infrastructure and transport issues would mean that further development would be a disaster.</p>
Include files	
Number	Question 46
ID	LPIO9068
Full Name	Ian Dickins
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 like to register my objections to the DBC's proposed house building programme and developments on the 4 sites in Kings Langley; all 4 sites currently registered as Green Belt land.
Include files	
Number	Question 46
ID	LPIO9069
Full Name	Ian Dickins
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 objections are based on two basic principles:-</p> <ol style="list-style-type: none"> 1 Kings Langley is a small, well maintained village and has limited capacity to cater for the additional demands on schools, GP's and road networks that new housing developments will bring. Already the schools (both primary & secondary) are over-subscribed (noting the significant improvement in the schools performance) and the roads around Kings Langley congested; rush hour traffic results in traffic jams from the M25 through the village High Street, and recent development near Nash Mills has resulted in cars parked along Nash Mills Lane/ Red Lion Lane preventing pedestrians walking on the pavement and buses being able to pass between traffic bollards and parked cars. <p>Development plans always promote additional facilities but these never materialise, primarily because they are very difficult to deliver.</p> <ul style="list-style-type: none"> • Increasing school capacity – very difficult, indeed it took 10 years to get the current school building upgraded • Developments never cater for the demand in private cars – councils seem to think limiting the car parking will encourage public transport use; it doesn't and in Kings Langley that is even harder as there's a limited service that effectively only supports travel between Watford and Hemel, no means to get to Chipperfield for example. • GP surgery very unlikely to increase capacity given national issues with GP recruitment • Current roads unable to support additional traffic, impacting on air population as traffic crawls through the village. <p>The proposed volume of developments in Kings Langley are disproportionate to the current size of Kings Langley and will completely destroy the current social environment of the village.</p>
Include files	

Number	Question 46
ID	LPIO9071
Full Name	Ian Dickins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Rectory Farm</u></p> <p>Living opposite the farm I am fully aware that the site has already been sold to a property developer and, therefore expect planning permission to be submitted shortly. This is a site that provides the local community with allocations for the community as well as being classed an area of outstanding natural beauty. The entrance of Gade Valley Close is not suitable for significant increases in traffic and any proposed development must consider this seriously – another Nash Mills disaster must be avoided.</p>
Include files	
Number	Question 46
ID	LPIO9072
Full Name	Ian Dickins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Wayside Farm</u></p> <p>This farm has recently gone from strength to strength and is one of only 2 dairy farms with jersey cows in the county ; it would be a travesty for Charlie Wray's commitment and dedication to do the right thing if this farm was to be no more. Furthermore the proposed development of over 1,000 houses is completely ridiculous; the village will change forever and not for the good of anyone. This development cannot be approved – it is the worst proposal on all fronts.</p>
Include files	
Number	Question 46
ID	LPIO9073
Full Name	Ian Dickins
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<u>I urge you to consider all the factors above and the massive negative impact these proposed developments will have on Kings Langley.</u>
Include files	
Number	Question 46
ID	LPIO9074
Full Name	Alan Goldsborough
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 Bovington and am responding to the Local Plan Consultation.</p> <p>I object to more houses being built in Bovington because:</p> <p>The village is large enough. Significant development in Bovington will negatively impact on the quality of life.</p> <p>All services are full- infant school, GP surgeries.</p> <p>Local roads cannot cope with an increase in traffic.</p> <p>There is little work in Bovington therefore most people who live here have to travel by car to work. Box Lane is already one of the busiest B roads in Hertfordshire. The High Street is overcongested with cars and there is nowhere to park.</p> <p>There cannot be any increase in housing without parallel infrastructure improvements.</p> <p>We should not be building on Green Belt land.</p> <p>There are already plans to build new homes in Bovington in Molyneaux Avenue and Hyde Meadows.</p>
Include files	
Number	Question 46
ID	LPIO9076
Full Name	Sonia Bourke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Question 46 – Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals

	<p>or the Sustainability Appraisal working note that accompanies it?</p> <p>Answer: Yes</p> <p>I strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p> <p>Although I thoroughly understand the need for building new houses, I would not object if these lands were used for a new housing estate, school and medical facilities, but please make the new estate sympathetic to the surrounding area.</p>
Include files	
Number	Question 46
ID	LP109077
Full Name	Laura Barnard
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Several thousand houses have been proposed by utilising GREEN BELT land in Kings Langley. Amongst other points, we strongly object to the loss of our Green Belt Land, and the strain this level of development would put on the village (public transport, roads, schools, doctors, emergency services, etc).</p> <p>Having moved to the village three years ago and settling myself and our child, I would be devastated to learn that our lovely village is going to turn into a concrete jungle. I myself use Wayside Farm for their raw milk, freshly baked bread, cakes and vegetables. I also walk my dog in their fields.</p> <p>To have this taken away would impact my life as well as other villages.</p>
Include files	
Number	Question 46
ID	LP109079
Full Name	C R Simpson
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>LOCAL PLAN FOR TRING – Sites Tr-h1 – 6</u></p> <p>I am strongly opposed to the inclusion of the above Sites being developed for the following reasons:-</p> <p>&#0;. Tring is part of the Chilterns AONB and surrounded by Green Belt, substantial building will have major impact on wildlife and loss of valuable farmland.</p> <p>&#0;. Urban sprawl</p> <p>&#0;. Traffic congestion leading to increased pollution</p> <p>&#0;. No detailed plans for infrastructure, eg: schools, car parking problems in Tring</p> <p>Increased development of Tring would lead to the decimation of an invaluable green corridor entrance and exit to this historic market town and would increase, to unacceptable levels, car, commercial vehicle and heavy lorry traffic causing congestion, unsafe road conditions and pollution.</p> <p>Tring is already under severe pressure of a high road that struggles to cope with traffic load, doctors surgeries and schools that struggle to cope with the numbers they now have to deal with (especially since many outlying village surgeries have closed and patients now have to attend Tring surgeries) where facilities for Disabled people are woeful.</p> <p>I would ask you to reconsider the above proposals and help to maintain the unique character of Tring.</p>
Include files	
Number	Question 46
ID	LPIO9080
Full Name	Angela Suggate
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 objection to the proposal for development at the site of Dunsley Farm</p> <p>The approach to this historic market town would be totally ruined by the development of this site.</p> <p>This is a pretty market town and it does not suffer any lack of facilities in the form of Supermarkets or petrol stations.</p> <p>The location of the site is very close to all the super sporting clubs in the town which would cause congestion and danger for all the young sports persons.</p>

	<p>Why do we need industrial units in Tring?</p> <p>The town nature needs to be retained, let's keep Tring's character intact. This town does not need to turn into another Hemel or Aylesbury.</p> <p>The idea that 600 homes can be accommodated, including "new open space"? We have open space ! What does this mean?</p> <p>Sports pitches? What does this mean ? We have sports pitches ! If we need new sports pitches then let's just build them.</p> <p>What have the people of Tring determined, what is it they want? Probably nothing, no new developments required?</p> <p>Contributions to wider infrastructure in the town? What does this mean? Who is pointing to issues with the infrastructure?</p> <p>I only reason I can think that any development is required is because the council wants to make money.</p>
Include files	
Number	Question 46
ID	LPIO9081
Full Name	Pauline Meadows
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am writing to strongly object to the inclusion of this site in the Local Development plan, as I feel the outlined development options for this site are totally inappropriate, given its location in the green belt, and its proximity to the Chilterns area of natural beauty.
Include files	
Number	Question 46
ID	LPIO9083
Full Name	Sean Meikle
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'd like to voice my concerns about the proposed developments in Kings Langley and I'd like to put my support firmly with option 1A.</p> <p>I believe this option minimises development and will limit greenbelt development, providing additional homes in</p>

	<p>Hemel, Berkhamsted and Tring all towns more capable of coping with the additional population.</p> <p>Kings Langley is a village and does not have the infrastructure to cope with the additional numbers of homes that are being proposed - the plans are simply preposterous.</p> <p>In addition to the points above my concerns are:</p> <ul style="list-style-type: none"> - Lack of suitable infrastructure in Kings Langley - Loss of the village culture - Loss of wayside dairy farm a valuable village amenity - Kings Langley station is already too busy and the trains are almost full. Additional houses will make this even worse. - Those who commute by car will face huge queues to local roads - Lack of school places - over subscription of local schools would lead to substandard education - Under resourced doctors surgery - The village will blend into Abbots Langley and Apsley resulting in a sprawling mass of houses and traffic <p>Please take on board my serious concerns and my vote for option 1A</p>
Include files	
Number	Question 46
ID	LPIO9084
Full Name	Suzanne Jannese
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Firstly Berkhamsted has progressed at a rate 34% above the housing numbers set out in the current plan. This with no improvement of infrastructure. If you decide to build 2000 plus homes, have you considered how this will impact on an already congested high street, doctor's surgeries unable to contend with the current level of patients and schools with waiting lists?</p>
Include files	
Number	Question 46
ID	LPIO9085
Full Name	Sean Meikle
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'd like to voice my concerns about the proposed developments in Kings Langley and I'd like to put my support firmly with option 1A.</p> <p>I believe this option minimises development and will limit greenbelt development, providing additional homes in Hemel, Berkhamsted and Tring all towns more capable of coping with the additional population.</p> <p>Kings Langley is a village and does not have the infrastructure to cope with the additional numbers of homes that are being proposed - the plans are simply preposterous.</p> <p>In addition to the points above my concerns are:</p> <ul style="list-style-type: none"> - Lack of suitable infrastructure in Kings Langley - Loss of the village culture - Loss of wayside diary farm a valuable village amenity - Kings Langley station is already too busy and the trains are almost full. Additional houses will make this even worse. - Those who commute by car will face huge ques to local roads - Lack of school places - over subscription of local schools would lead to substandard education - Under resourced doctors surgery - The village will blend into Abbots Langley and Apsley resulting in a sprawling mass of houses and traffic <p>Please take on board my serious concerns and my vote for option 1A</p>
Include files	
Number	Question 46
ID	LPIO9086
Full Name	Suzanne Jannese
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 on Bank Mill Lane and would greatly be impacted by your building 100 homes to the side of me and directly behind me. Not only do I think that Bank Mill Lane will not be able to support this level of increased transport - already two cars can barely pass each other on this quiet country road - but I am concerned as to the affects this will have on the river that flows directly through this - and the fact it was once listed as a conservation site. We have a sub-terrain river running beneath us and any building works is likely to increase the likelihood of my property and the adjoining cottage (the only two beside the river) flooding. I am concerned as to the affects this will have on wildlife - in the last</p>

	week alone I have watched herons, pheasants and robins all come into my garden.
Include files	
Number	Question 46
ID	LPIO9087
Full Name	Sean Meikle
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'd like to voice my concerns about the proposed developments in Kings Langley and I'd like to put my support firmly with option 1A.</p> <p>I believe this option minimises development and will limit greenbelt development, providing additional homes in Hemel, Berkhamsted and Tring all towns more capable of coping with the additional population.</p> <p>Kings Langley is a village and does not have the infrastructure to cope with the additional numbers of homes that are being proposed - the plans are simply preposterous.</p> <p>In addition to the points above my concerns are:</p> <ul style="list-style-type: none"> - Lack of suitable infrastructure in Kings Langley - Loss of the village culture - Loss of wayside diary farm a valuable village amenity - Kings Langley station is already too busy and the trains are almost full. Additional houses will make this even worse. - Those who commute by car will face huge ques to local roads - Lack of school places - over subscription of local schools would lead to substandard education - Under resourced doctors surgery - The village will blend into Abbots Langley and Apsley resulting in a sprawling mass of houses and traffic <p>Please take on board my serious concerns and my vote for option 1A</p>
Include files	
Number	Question 46
ID	LPIO9088
Full Name	Sean Meikle
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'd like to voice my concerns about the proposed developments in Kings Langley and I'd like to put my support firmly with option 1A.</p> <p>I believe this option minimises development and will limit greenbelt development, providing additional homes in Hemel, Berkhamsted and Tring all towns more capable of coping with the additional population.</p> <p>Kings Langley is a village and does not have the infrastructure to cope with the additional numbers of homes that are being proposed - the plans are simply preposterous.</p> <p>In addition to the points above my concerns are:</p> <ul style="list-style-type: none"> - Lack of suitable infrastructure in Kings Langley - Loss of the village culture - Loss of wayside dairy farm a valuable village amenity - Kings Langley station is already too busy and the trains are almost full. Additional houses will make this even worse. - Those who commute by car will face huge ques to local roads - Lack of school places - over subscription of local schools would lead to substandard education - Under resourced doctors surgery - The village will blend into Abbots Langley and Apsley resulting in a sprawling mass of houses and traffic <p>Please take on board my serious concerns and my vote for option 1A</p>
Include files	
Number	Question 46
ID	LPIO9089
Full Name	Suzanne Jannese
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Whilst I understand that you may have no choice but to create new homes, I implore you to consider that having the odd group of 100 houses here and there - including on Bank Mill Lane - will not solve the problem of where the children will be schooled, or the increased transport or facilities.</p>
Include files	
Number	Question 46
ID	LPIO9091
Full Name	Suzanne Jannese

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	It strikes me that the area surrounding Tring station is ripe for this type of building, whereas Berkhamsted is already full to capacity when you consider how difficult it can be to drive from one end of the town to the other (a process hindered even more in recent bad weather). Surrounding schools have waiting lists and I cannot get in to my own doctors unless I queue up in the morning - so to add further stress by building more houses without introducing these necessary facilities is nothing short of insane.
Include files	
Number	Question 46
ID	LPIO9092
Full Name	Suzanne Jannese
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Other thoughts - if 800 more families are driving into Berkhamsted to shop - where will they park? Will potentially 1600 more cars make the town less congested? What of the safety of our children walking to and from school? My son is at Ashlyns and this increased traffic will only make his journey far more treacherous. Have you tried to get a train into London between 7 and 9:45 am - have you seen how packed and verging on dangerous the train platforms are? Adding possibly 1,000 plus people to this isn't going to help matters
Include files	
Number	Question 46
ID	LPIO9093
Full Name	Suzanne Jannese
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	I urge you to please take onboard my concerns and see that Bank Mill Lane is not a suitable place - over a river - to build 100 houses.
Include files	
Number	Question 46
ID	LPIO9095
Full Name	LeverstockGreenVillageAssociation
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>You may recall that the Leverstock Green Village Association (LGVA) spoke with you at the Exhibition in The Forum on 20 November.</p> <p>Whilst Leverstock Green is not affected directly by the housing proposals being considered in the DBC Local Plan, the LGVA is concerned that the plans for North Hemel Hempstead could have a serious and detrimental impact on the village. In effect, this major housing area would form part of a broad swathe of contiguous new developments from west of the Leighton Buzzard Road all the way around the north and east of the town to the A4147. No doubt they would be linked by some sort of Hemel northern by-pass. Whilst the LGVA is already trying to minimise the impact that The Crown Estate's East Hemel development will have on the village, our fear is that Leverstock Green would be simply swallowed up in a new outer Hemel conurbation.</p>
Include files	
Number	Question 46
ID	LPIO9101
Full Name	Anna Sapte
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am emailing to log my objection to future building on four possible greenbelt sites in Kings Langley; one being Wayside Farm.
Include files	
Number	Question 46
ID	LPIO9106
Full Name	Roy Lopez

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 to express support for Option 1A (including Shendish)</p> <p>I am a resident of Kings Langley and have been for 20 years. I am also an architect and property developer I understand the need for new housing, however I am totally opposed to the use of green belt land for residential development when other options are available or have still to be explored. The government has stated that brownfield sites should be used for development in preference to green belt land and it is incumbent on local authorities to demonstrate that they have fully explored brownfield options, including co-ordination with other authorities to permit the decanting of some of their housing requirement into adjoining boroughs, I am aware that both Runnymede and St Albans Borough Councils had their Local Plans rejected by inspectors for failure to fully engage in this process, before resorting to the easy fix of drawing red lines around green belt land.</p> <p>Kings Langley still functions as a village in spite of being slowly strangled by the M25, A41 and the main west coast railway (albeit this last, together with the canal, is historic) new places for housing are not created by destroying existing settlements and any of the proposed sites in Kings Langley would destroy this village. The Shendish site development would coalesce Hemel Hempstead and Kings Langley so that Kings Langley would merely become a suburb of Hemel Hempstead. In planning terms it was always a goal that Hemel Hempstead and Kings Langley should not be linked in this way. Rectory Farm is an area of outstanding natural beauty and would also, if developed, point to a coalescing of Hemel Hempstead and Kings Langley. Rectory Farm is the entry to Kings Langley it says better than anything else 'I am leaving the suburbs and entering the countryside' In addition to being one of the few dairy farms left in Hertfordshire it ring fences Kings Langley from development towards Watford which would inevitably be the case should this farm be lost.</p> <p>Kings Langley is a historic village it should be preserved as such, it should not be destroyed by a careless culture of filling in every gap on the plan with development.</p>
Include files	
Number	Question 46
ID	LPIO9110
Full Name	Antonio Afonso
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 object to the following building developments for Kings Langley</p> <ul style="list-style-type: none"> - Shendish - Rectory Farm - Wayside Farm - Hill Farm
Include files	
Number	Question 46
ID	LPIO9116
Full Name	Claire 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 am strongly opposed to building on the green belt - this land is protected for a reason. I chose to live in a green belt area because it reflects the life I want to live - open spaces, enjoying the outdoors, welcoming nature. The builds you propose would seriously affect this.</p> <p>I have concerns about air quality - currently St Albans Road, Watford is often above suitable limits & builds of this type with stretch these problems into this area. I want my child to grow up breathing fresh air, not polluted air.</p> <p>When I first moved to Kings Langley 7 years ago, it was a 3 min commute to the M25 junction from Water Lane, when we moved to Chipperfield, this had become a 15 min commute (note this is at 7am). The increases in traffic these builds will create will cause pollution with cars waiting and causing people to lose quality of life as their journey time to work increases.</p> <p>Hertfordshire is not London, we don't have an underground, it isn't feasible to live without cars. Infrastructure is already poor, and this will make it worse.</p> <p>The closest hospital is already at capacity - how can/will or treat all these people without putting others at risk?</p> <p>If these plans go ahead, I'm not sure we will know where Hemel ends and Kings Langley starts... given the plans displayed already don't show Shendish as part of Kings Langley, Dacorum can't be clear on the boundaries either!</p>
Include files	
Number	Question 46
ID	LPIO9117
Full Name	Claire Jones

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Wayside Farm in particular is a key part of Kings Langley village, yet it seems to be the go-to place when looking to build. I can take my child here to see the cows, show him where milk comes from. The farm works well with the village, and both support each other. It is one of the best features of Kings Langley
Include files	
Number	Question 46
ID	LPIO9122
Full Name	patrick Duckett
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I wish to register my protest against further building being planned in addition to the 628 houses recently built and the further six hundred already planned. Berkhamsted is already at saturation point with parking problems and excess traffic. These proposals should be fought against as rigorously as possible.
Include files	
Number	Question 46
ID	LPIO9123
Full Name	MICHAEL AND PATRICIA PURDY
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We most strongly object to all of the proposed developments in Bovingdon on the following grounds: <ul style="list-style-type: none"> • At present the local Community Services i.e. the Doctors, Dentists and Bovingdon Academy are almost at full capacity. • There will be a dramatic loss of Green Belt in the village. • These developments will mean an increase in the population of approximately 25% and extra houses

	<p>will mean extra traffic in and through the village, together with extra parking problems.</p> <p>Bovingdon already suffers with flooding problems and these developments will increase the problem.</p>
Include files	
Number	Question 46
ID	LPIO9124
Full Name	Terry Fidler
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 objections to the proposal in respect of the housing that has been put forward by Dacorum District Council, in the village of Kings Langley.</p> <ol style="list-style-type: none"> 1) The building of houses will effectively create coalescence with Hemel Hempstead and potentially Watford in the long term. This will mean Kings Langley will lose its identity. 2) The traffic issues that the housing will create on the A4251, the A41, Station Road, the M25, and all the minor local roads, all of which are currently over stretched at the moment to say the least. 3) Parking is generally totally inadequate in the village at present. To consider thousands more cars accessing the village, trying to find parking will be impossible. 4) The local / national rail service is another area where current oversubscribed services plus potential HS2 will simply create serious disruption on the rail network 5) The size of the proposed developments are clearly out of keeping with the village. 6) The whole over development will damage and potentially stop / put an end to free movement of people and the impact on the demand for housing. 7) The local doctors surgeries will clearly struggle with the extra thousands of people and children that the housing would introduce to the village. Will more surgeries be created and a new hospital built to deal with the increased population. 8) The basic telephone networks / wifi / fibre optics / broadband etc, which are clearly inadequate in the outer proximity of the village at the moment, are likely to be in danger of being swamped! 9) Consideration of the amount of additional children who will require schooling must be considered. The schools are currently oversubscribed - so where will the extra children get their education? Will more schools be built? 10) This is not a sustainable development, and there are guarantees about improving the village infrastructure.

	<p>11) If the houses behind Rucklers Lane between the Lane and Shendish get constructed, vehicle access will be very difficult without major reconstruction of the access road to Shendish, the bridge over the railway line, and the subsequent access onto the A4251. This would be a nightmare in reality, and quite possibly houses would have to be demolished to allow road and bridge works to take place. The strategy and planning for these works alone, to even be considered is likely to be extremely complicated and very costly.</p> <p>12) Similar concerns in terms of long term planning and accessibility for the other sites proposed in the village must be considered.</p> <p>13) Both points 11 & 12 will be extremely costly, prior to the actual construction of dwellings.</p> <p>14) Finally the movement and coordination of the relevant construction traffic for the infrastructure works will cause huge delays in the village of Kings Langley and cause huge inconvenience to local villagers and the shopkeepers / businesses in the village.</p> <p>I am sure there are other issues, but these will all come out in the consultations that will precede and planning applications for (1) infrastructure and (2) the relevant housing, along with various feasibility studies that will be essential to keep the villagers of Kings Langley informed.</p>
Include files	
Number	Question 46
ID	LPIO9131
Full Name	Miss Jane McCLELLAND
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 object to the proposed development HH-h1a, h1b, and h2 surrounding Piccotts End the only historic area of Hemel with swathes of newly built houses. There is a Roman Villa beneath the ground on the land facing Piccotts End on the other side of Leighton Buzzard Road so surely this is an area of significant historic value.</p> <p>Such a development in such close proximity to the town will put a huge strain on already stretched resources:</p> <p>The Leighton Buzzard Road can barely cope with existing traffic during rush hour periods. The Link Road is horrendously busy and will have permanent traffic jams.</p> <p>The bus service will not be sufficient thus putting more cars on the road The schools and doctors surgeries are already at full capacity and will not be able to cope with additional influx of pupils and patients Flooding is an issue and a solution to this has recently been sorted out.</p>

	<p>How will the water table cope?</p> <p>In short, this is a frightening proposal. To build on the precious Green Belt will set a precedent and open the flood gates to unstoppable development. In short, the character of the one of the few historic areas of the town will be completely destroyed for ever.</p> <p>Please take my views into consideration</p>
Include files	
Number	Question 46
ID	LPIO9132
Full Name	jenny 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>Having moved into my new home only three weeks ago I have been most surprised to see that Dacorum could be considering enlarging the village. I understand that there are already some new properties to be built on 2 sites. However the four locations in the plan does not mention these 2 sites.</p> <p>At present Newhouse Road is a quiet place, though the new Tesco is likely to result in people using it for parking. If Duckhall Farm green field land is built on all the cars from those homes will use Newhouse Road which will result in traffic queues building up outside my home resulting in noise pollution and reduced air quality.</p> <p>The village is already often congested and I know the school is oversubscribed.</p>
Include files	
Number	Question 46
ID	LPIO9134
Full Name	MRS DIANA FRY
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>On the 5th December I attended the meeting in Bovingdon because I feel very strongly that the proposed 'Local Plan' will have a considerable effect on Flaunden. I did not speak at the meeting as I am not a resident of Bovingdon, but I did speak to Richard Roberts afterwards on the things that concern me, and it was he who gave me your name.</p>

Obviously, over the time that I have lived in Flaunden there have been many changes, but over the last 5 - 8 years it has become very noticeable. I realise that Flaunden does not have any building development planned, however, the plans for Bovingdon will definitely have a considerable impact on our village, as the lack of infrastructure is already having a really detrimental effect.

Several years ago similar plans were put forward by Dacorum and representatives from the Council came to a Parish Meeting here in Flaunden. They reassured us that it wouldn't effect Flaunden, however, when I mentioned the lack of infrastructure, which they hadn't appeared to have considered at all, they dismissed it!

Now the amount of traffic in the village has increased enormously, especially on the road through the village going down to Latimer, particularly during the rush hours.

People use it as a cut through to the M.25. Surfaces are suffering dreadfully. It is a small country road and was never intended for the use of heavy (both amount and very large) traffic. Consequently there are huge potholes, which can really damage one's car, especially if you are trying to avoid someone going too fast! The Council already say that they do not have enough money to repair the road and if some of these plans go ahead, the road will become unusable for local people.

As Flaunden does not have a village shop, many of our residents shop in Bovingdon, which has already become a nightmare to visit. There is practically no parking and when parents are taking and collecting their children to and from school, it is impossible. For those people who live in Flaunden and don't have a car there is practically a non-existent bus service.

That brings me to another problem with the infrastructure. The school is already at full capacity, (I realise that you intend to make provision for a nursery school on one of the sites), however, that still doesn't alleviate the problem of the numbers of people coming in with children; and it's sheer numbers that cause the congestion in Bovingdon village and the surrounding roads.

The doctors and dentists are also at full capacity. The Fire Station closed a few years back and is now at Hemel Hempstead, so it takes longer for them to get here.

Also of course, there are going to be big housing developments in Hemel Hempstead and Berkhamsted which are covered by them as well, so that will put extra pressure on their town facilities. For instance, the Ambulance Service and the Police, and if they can't get through the traffic, mayhem will ensue!

I really don't know what the answer is, there are just too many people in a small area, but someone told me the other day that in France and Spain when they plan housing developments they build the infrastructure first and then build the houses. I think we should take a leaf out of their book, and especially when our infrastructure is already shuddering under pressure.

Include files

Number	Question 46
ID	LPIO9137
Full Name	david and kully Barr
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 would like to object to all the planned housing developments in Bovingdon.</p> <p>Our objections are based on the fact that our infrastructure is at breaking point already and that the sites proposed are green belt.</p> <p>Bovingdon has suffered for many years from a very poor High Street layout and surrounding road links. There is only one B road link to Hemel Hempstead which is regularly overloaded with traffic. Parts of Bovingdon also suffer from a flood risk and increased building may exacerbate this.</p> <p>The local school is at capacity and we already have housing development underway</p>
Include files	
Number	Question 46
ID	LPIO9138
Full Name	tracy Lowe
Company / Organisation	
Position	
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 strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape..</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	

Number	Question 46
ID	LP109140
Full Name	Ceri Bryans
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Kings Langley does not have suitable roads, shops, schools and parking for further housing development. The care home on high street is not finished and this building site has caused upheaval and disruption from the start. Large trucks having to turnaround on access the site are causing deterioration of roads and pavements. These heavy trucks on either Vicarage Lane or Langley Hill cause chaos regularly drive on pavement and block cars. Larger developments would need even more trucks and cause further damage.</p> <p>The proposed developments are too large with no decent road access, so I believe will cause knock on effects to already congested A41 and M25. too fast even though it is proposed Further development will cause total disruption and chaos.</p>
Include files	
Number	Question 46
ID	LP109141
Full Name	carin pimlott
Company / Organisation	
Position	
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 am strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring, for the following reasons:</p> <ul style="list-style-type: none"> • This land is adjacent to Chilterns AONB • It is green belt land • The site was overwhelmingly rejected last time round. Surely its identification yet again as a possible site for expansion makes a mockery of the consultation process? • It is completely inappropriate to locate industrial units and warehouses near the town • It would cause traffic congestion and consequent pollution

	<ul style="list-style-type: none"> • There are no plans for adequate infrastructure - schools, car parking in the town or at the station (where the car park is already full to overflowing at 8 am on weekdays) • Valuable farmland would be lost <p>It is an important wildlife site</p>
Include files	
Number	Question 46
ID	LPIO9142
Full Name	Jo East
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Objection.</p> <p>The building of these houses will destroy the village, creating heavy traffic and parking issues.</p> <p>The roads through and around the village just about cope now!!!</p> <p>The village as it stands does not have the facilities to accommodate the amount of people these homes would create, new doctor's surgeries, dentists and school would have to be built. Where??</p>
Include files	
Number	Question 46
ID	LPIO9143
Full Name	VICKY BRUCE
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've just discovered that despite being a resident of Kings Langley for years, I'm not offered a vote on the proposed development of Wayside Farm.</p> <p>I'm sure this won't be counted for anything, but I wanted to register that Wayside is by far and away the least appropriate land to develop out of all of the proposals. I appreciate that the fact that it is greenbelt is apparently meaningless when you have annual targets to hit, but the infrastructure of the area simply isn't able to handle it. If you'd like a live demonstration of the impact, try driving into St. Albans at any time of day.</p>

	I truly hope you'll be able to find a more appropriate option that won't irrevocably damage a small village with heritage which would be forever lost
Include files	
Number	Question 46
ID	LPIO9178
Full Name	S Langley
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Q46. Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.
Include files	
Number	Question 46
ID	LPIO9179
Full Name	Mrs Linda Rayner
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 horrified at the proposed planning to build on green belt land between Bell and Darrs Lanes in Berkhamsted.</p> <p>The council will continue to ruin the town of Berkhamsted, promote extreme traffic congestion and pollution and ruin the environment.</p> <p>Residents in this area have just had Bearroc park built which has increased traffic, and pressure on local services.</p> <p>This proposal is ludicrous and short term minded. The money generated is short term and the problems and ongoing fallout of extra housing area is wholly undesirable and unfair to current local residents.</p> <p>I strongly oppose these plans.</p>
Include files	
Number	Question 46

ID	LPIO9181
Full Name	Helen Wickham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>SHENDISH 900 houses+primary school site ref: HH-h3 HILL FARM 280 houses site ref: KL-h1 RECTORY FARM 80-200 houses site ref: KL-h2 WAYSIDE FARM offices and/or something between ,100&2000 houses site ref:KL-h4</p> <p>I object to the proposed developments listed above. There is a serious traffic problem in Kings Langley, there are parking problems and the roads can get so blocked up.</p> <p>On the 26 October 2017 I could not stand at the bus stop to wait for my bus to work. There were large road vehicles a long distance in front of the bus stop.</p> <p>If I get a lift to work I have problems finding some where to wait since the new development along the canal in Apsley.</p> <p>Kings Langley is a picturesque village we want it to stay this way, I want it to stay a village, I grew up here as a child,I don't want the character of the village to be ruined.</p> <p>The services of the village are at breaking point.</p> <p>The developments will ruin the environment and the landscape.</p> <p>Please let Kings Langley stay a beautiful village.</p> <p>Houses are needed desperately , affordable house's no new homes in Kings Langley would be affordable even if this is promised, I live in a council house and I know how much it would cost to buy it. The price is not affordable.</p>
Include files	
Number	Question 46
ID	LPIO9183
Full Name	Andrew and Alexandra Irwin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We would strongly object to Haslam fields being sold for housing land.

	<p>Today school rugby matches are taking place on Haslam Fields. Having extra playing fields allows Berkhamsted School to invite large numbers of school teams to play against the school on the same day.</p> <p>Haslam fields provides:</p> <ol style="list-style-type: none"> 1) an excellent sports facility to enable all school teams to play simultaneously. This gives more youngsters the opportunity to participate in team sports competitively. 2) it provides a lung of green space adjacent to a dangerous and fast dual carriageway A41; 3) Haslam's proximity to the A41 makes it a noisy and unsuitable place for housing.
Include files	
Number	Question 46
ID	LPIO9186
Full Name	Andrew and Alexandra Irwin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Andrew and I regard selling Haslam as short termist - grabbing the money and giving away an asset that can never be got back.
Include files	
Number	Question 46
ID	LPIO9187
Full Name	Ann Baldwin
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 add my voice to those already opposing the planned housing and office development in and around the village of Kings Langley.</p> <p>Having lived in the village for 20 years I have seen lots of new developments within the village, but so far we have just about managed to retain its village status, culture and separation from Hemel Hempstead. The planned new developments at Wayside Farm, Shendish and Rectory Farm will destroy it.</p>

	<p>Wayside Farm specifically is one of only a couple of dairy farms left locally and farmer Charlie Wray has worked tirelessly to make the farm a success. As well as holding regular open days he has, very successfully, introduced the sale of 'raw milk' which has proved extremely popular, not only in the village, but drawing in scores of people from surrounding areas. More recently he has also set up a farm shop which again is proving a great success. To lose this farm to a housing development would be a disaster.</p> <p>The other planned developments would also destroy our village, almost doubling it in size. The current public transport and roads would not support such an increase in the number of people and cars that would be on them. The roads are already extremely busy in and around the village during rush hour, when it takes at least an hour to get to Watford Hospital.</p> <p>Building on the green belt severely affects the wildlife which we are currently lucky to have, and will create an urban sprawl, effectively linking Kings Langley up with Apsley/Hemel Hempstead, this is unacceptable. We need to prevent neighbouring towns merging into one another and assist in safeguarding countryside from encroachment. Three farms clearly constitute encroachment on countryside!</p> <p>We need to keep Kings Langley as a village, not remove all the character from what is a village with significant medieval history.</p>
Include files	
Number	Question 46
ID	LPIO9188
Full Name	Mrs Carolyn Connor
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 objections to the proposed building works in and around Kings Langley.</p> <p>Kings Langley won best village of the year in 2012. If the proposed development were to go ahead this would totally ruin the village character not to mention the status of "village" as we would be joined in coalescence with Hemel Hempstead. There is no need for more office space being built at Wayside Farm, this is preposterous when there is still office space to let in the North of the borough. I am most opposed to the building on greenbelt land throughout Kings Langley and Shendish and</p>

	<p>particularly at Wayside Farm. Not just a family home to Charlie Wray but one of only two remaining Jersey herd farms in the county. When Charlie decided to sell raw milk unfortunately his honesty box was stolen and the village created a crowd funding page to help buy the specialised milk vending machines. We love our farm and do not want it demolished to make way for houses. Many people use the right of way to walk across the fields and visit the farm on their journey. It is a vital part of the village and must stay.</p>
Include files	
Number	Question 46
ID	LPIO9190
Full Name	Mr and Mrs Alan Bickerton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Apologies just realized I got my East and West muddled up.</p> <p>Please see here updated version and ignore the 4.29pm version.</p> <p>The latest proposals at the Eastern end of Tring seem illogical in as much as adding more population into areas that are already well populated and in Tring in particular where the infrastructure is struggling to cope with road and bus transport as it is.</p> <p>The Eastern side of Tring see's 95% of the traffic coming down Cow Lane (which is a country lane not built for heavy traffic) from the A41, then trying to turn right onto Station Road at the Grove Rd nightmare of a staggered cross roads junction to then go through the Tring Station area to the villages such as Pitstone etc. More traffic in this end of Tring would need extensive new road layouts not only around Tring but also through the Tring Station area.</p> <p>We already have a large development approved at the West end of Tring which presumably is due to start soon or will lose its planning consent.</p> <p>If builders/owners of land which has been approved for building do not act in a reasonable time then planning consent should be withdrawn and the land returned or put into the Green Belt. This situation puts pressure on the councils to give planning consent in other areas which are not suitable.</p>
Include files	
Number	Question 46
ID	LPIO9192

Full Name	Chris Young
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 to you as a concerned father.</p> <p>When we heard Weyside Farm is being considered as part of a multiple site housing development my family and I were mortified.</p> <p>We worked hard to move our family to Kings Langley village, in hope for a more peaceful living environment filled with community spirit, which we are thrilled to now be part of but in fear all will be lost with a further 1000+ houses being built.</p> <p>My sincerest concern is that if we will lose our beloved Weyside farm, my weekends with my son (soon to be two of) will never be the same again. I don't get to see my son much in the week due to work commitments. We look forward to walking our dog down to Weyside Farm, see the cows (his first word was "moo"), buy some milk, veg and a coffee and walnut cake from Barbara in the Farm shop. We would wave to Tom riding his Tractor and Charlie in the milking house. We would point out colours and learn to count. It has been an education for my son, learning from an early age what each farm animal and their offspring is called, and the sounds they make.</p> <p>We would be heartbroken if this was taken away from us, and worse still that my second son (due Jan 2018) would not get to experience the same.</p> <p>I grew up in a large housing estate, and I worked incredibly hard to purchase a home in an area like Kings Langley, a village, a community.</p> <p>Please don't take my children's childhood away from them.</p> <p>On a separate note, I completely understand that more houses need to be built, but please consider other sites such as brown fields and derelict land before unnecessarily building on top of a perfectly viable farm, one of a handful of dairy farms in the county, one which is so fondly thought of in the area, as well as being within our protected Green Belt.</p>
Include files	
Number	Question 46
ID	LP109193
Full Name	ANGELA ROGERS
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 following are my comments on the proposed developments in Bovingdon - I support Option 2B for the following reasons.</p> <p>The principal problem with further substantial development in Bovingdon is the village's lack of infrastructure and the difficulty of improving on that infrastructure given Bovingdon's historic layout. The pressure of traffic on Bovingdon's High Street has been challenging for sometime now. Traffic is frequently snarled in the vicinity of the village centre. There is inadequate parking and pedestrians, the disabled, and other road users are often put at considerable risk.</p> <p>The village primary school, doctors' surgeries and dentists are all near capacity and there would be major increases in the impact of the village on drainage/sewerage, and a further increased flood risk with several surface water flood risk areas, as happened earlier in 2017 at the end of the High Street/Green Lane/Chipperfield Road.</p> <p>Substantial development beyond the 90 homes already agreed would be very detrimental to the health and well-being of Bovingdon's current population. Of the developments outlined, BOV-h1 Grange Farm would be particularly problematic. Access to the village centre other than by car would be poor and notable existing Green Belt would be lost. This site is also in the area where there are surface water flood risks - and I have seen from my window flooding on the farmland that is Grange Farm now.</p> <p>Traffic access onto Green Lane from BOV-h2 and BOV-h3 proposals would also be very detrimental for all the reasons stated above - another 200 homes would mean access needed for at least 200 cars, and probably twice that number of vehicles. Green Lane is another road into the village that can be very congested at peak times.</p>
Include files	
Number	Question 46
ID	LPIO9194
Full Name	JANE KISS
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 preference is Option 1A but not including Shendish (HH-h3). I consider that none of the proposed 4 Kings Langley sites are suitable.</p> <p>As a resident of Kings Langley the reasons for this preference are as follows.</p> <p>The infrastructure of KL village, notably the High Street and all roads leading in and out of the village are already regularly gridlocked particularly at the beginning and end of the school/working day. This weight of often standing traffic is causing air pollution around residential areas, the High Street and schools. This has worsened significantly over the past few years. It is worth mentioning that KL has seen a huge increase in dwellings and offices along the canal brownfield sites which I believe has taken us to saturation point on the roads and public transport.</p> <p>I feel strongly that any of the 4 proposed sites would lead to a huge loss of public countryside access and loss of areas of natural beauty and wildlife habitat.</p>
Include files	
Number	Question 46
ID	LPIO9195
Full Name	Mr & Mrs Gregory
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 clearly object to the planning of 4 of the proposed sites for the following reasons.</p> <p>A) These sites are all green belt... Recently a rejection of travellers using land in the village was turned down one of the reasons was due to Green belt.. in these cases what is green belt ?? These sites are either Green belt or not..</p> <p>B) increasing the village by a further 450 is approx 25% more homes</p> <p>c) the infrastructure is not here to allow a further 450 homes (approx 2000 more people) ie doctors dentist...parking and congestion throughout the village is massive issue at present.. 7 Year's ago the parish council set up a committee to try and deal with this. We are no further on today, double yellow lines have been laid but no traffic wardens to enforce so none drivers take any notice.</p> <p>D) schools - Bovingdon is a 2 form entry school which has been and is currently full from village children. How could the school grow bigger without a expansion ? At present we are able to get a place in our closest by road school (Hemel Hempstead) but we can access Kings Langley and Ashlyns</p> <p>However with the 1000 homes proposed in Kings Langley and 1000 homes proposed in Berkamstead, where will the existing children go to Secondary school</p>

	<p>without any additional 1400 approx children if we have the proposed homes built here ?</p> <p>E) Last September we had a massive storm which impacted on the village where lots of houses were flooded. The amount of additional water and sewerage that would increase from these additional houses would be massive..</p> <p>My option is 2B no homes at all</p>
Include files	
Number	Question 46
ID	LPIO9197
Full Name	Vivien 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 have lived in Bovingdon for 47 years and have seen a lot of changes in this time, mainly houses. We have had our share and therefore my preferred option is 2B.</p> <p>Roads can barely cope at present, goodness knows what would happen with more houses, cars and people.</p> <p>All the other services in the Village are overstretched as it is - school, doctors, not to mention flooding when there is heavy rain.</p> <p>This is a rural village. Green Belt should not be taken to turn it into a small town. I am not just thinking of myself, but of my children and grand children - the future generation who should be able to enjoy the way of life I have.</p>
Include files	
Number	Question 46
ID	LPIO9200
Full Name	Rob & Julie Wakely
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 draft Dacorum Local Plan fails to show:</p> <ul style="list-style-type: none"> • how to meet the desperate need for more affordable and social housing for our young people, as well as the teachers, NHS staff, carers and other workers we need in this community; • how to ease the pressure on this part of Dacorum's creaking infrastructure (public transport, cycling

	<p>and walking, roads, parking, schools and playgrounds, GPs, drains, water and utilities) from recent housing developments, let alone the demands of further housing development;</p> <ul style="list-style-type: none"> • how further housing development is consistent with the stated aim to protect and enhance what local people love about where we live; • how the community can be guaranteed that new housing will be developed sustainably meeting the highest environmental standards; or • how development will avoid associated traffic worsening air pollution and road safety in Berkhamsted, Northchurch and Tring. <p>We are opposed to the draft Dacorum Local Plan and the Options proposed which would all mean the sacrifice of greenbelt land. We are calling for Dacorum Borough Council to present a draft Plan which is genuinely designed to meet the needs of Berkhamsted, Northchurch and Tring, in particular:</p> <ul style="list-style-type: none"> • greenbelt land only allocated for development where guaranteed more than 50% genuinely affordable housing (and at least half of that to be social housing) • increased provision of sheltered and extra care housing for older residents • increased provision of 1 and 2 bedroom flats for younger residents • commitment to a thorough assessment of the infrastructure needs of each community and active planning to meet those needs ahead of further development <p>all future development to be subject to strict environmental and sustainability standards, including limiting traffic growth and enhancing road safety</p>
Include files	
Number	Question 46
ID	LPIO9206
Full Name	DR JON REYNOLDS
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 comment on Dacorum's Local Plan Consultation and make clear my preferred option, which is Option 1A, but this does not include Shendish.</p> <p>My reasons are as follows:</p> <ul style="list-style-type: none"> - Green belt land should be held as sacred and should be the very last option for development once all other options have been exhausted - Some of the other options involve building on farm land used by many for recreation, e.g. the popular

	<p>walking and running route of the Hertfordshire Way, which passes across Wayside Farm</p> <ul style="list-style-type: none"> - There any brownfield sites that could be used ahead of the green belt land - At peak times, traffic already queues from the M25 back into the village and so there is clearly not enough road capacity for the kind of development proposed in some of the other options - Some of the other options also propose building over land that forms part of a site of special interest – i.e the grounds of the historic Palace of Langley - I also note that the present government recently commented in the Autumn Statement of its desire to continue protection of Green Belt land
Include files	
Number	Question 46
ID	LPIO9209
Full Name	GERALDINE 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>All of the proposed sites within Bovingdon and which are Green Belt sites, have limited access. The proposed “minor” highway improvements are not only insufficient but also somewhat detrimental to existing residents particularly in relation to Bov-h2, Land South of Homefield and Bov-h3 Land behind Green Lane & Louise Walk.</p> <ol style="list-style-type: none"> 1 The field South of Homefield frequently becomes waterlogged to the point of flooding after heavy rain. There was dramatic flooding in the village earlier this year resulting in many people having to move out of their homes for several months. 1 Educational Facilities: Bovingdon Academy is the only school in Bovingdon providing education to children up to the age of eleven. The school is currently full to capacity with no viable means of expansion. 1 Bovingdon High Street becomes a dangerous bottleneck particularly at the beginning and end of the school day and this situation is exacerbated when deliveries, which are absolutely essential to the viability of local businesses, are taking place. 1 The access roads in and out of Bovingdon are congested and stretched to capacity. Box Lane,

	<p>Chipperfield Road and Chesham Road carry constant through traffic at most times of the day . These roads are residential but are treated as main thoroughfares. This is also the case at weekends and Bank Holidays when again there is a constant stream of traffic travelling to and from the Saturday Market or to other activities that regularly take place at the site of the Old Bovingdon Airfield.</p> <p>Traffic frequently is brought to a standstill which in turn creates ever increasing levels of pollution, it is not unknown for a journey from the traffic lights at the bottom of Box Lane to Bovingdon Village to take up to an hour, a distance of just two miles.</p> <ol style="list-style-type: none"> 1 M. Prison, The Mount is located on the Chesham Road. Incidents frequently take place at the Prison and emergency services need to be able to get to there in the shortest time possible. 1 The further development of Bovingdon Village will impose impossible demands on the existing infrastructure which is not capable of sustaining even a fraction of the 25% increase in population as proposed. Bovingdon is First and Foremost a Village and should remain a Village. <p>Proposed residential expansion in Kings Langley, Berkhamsted and Chesham would also impact on commuting difficulties for residents of Bovingdon who, given there is little or no industry or employment in the immediate vicinity have no alternative but to travel to and from their place of work via one or other of these areas. Increasing the population equates to more traffic chaos, pollution and congestion.</p>
Include files	
Number	Question 46
ID	LPIO9211
Full Name	Dr Jane Leithead
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am sure that many more eloquent people have contacted you with regards to the proposed development sites around Kings Langley. I will keep this brief- my main concerns is that Wayside Farm should not be made available for development. This is not just for the reason of the tenant farmer's livelihood- although this in itself is significant- but for the sheer importance of this site for the whole village and surrounding areas. There are only two remaining dairy farms in this area, and the opportunity for daily exposure to the production and

	<p>distribution of food, and the educational and developmental benefit this holds for local children should be protected. The destruction of this opportunity leaves the children of this area without any concept of where their food comes from, with ongoing resulting disconnection from real food, real activity and leaves them even more dependent on the pre-packaged food and lifestyle that is so disastrous in the long term. Walking activity around the footpaths on Wayside farm is very popular with adults and children, but even more vital is that this a working farm, with real people and real animals working together to provide food- this existence needs to remain local for our children to grow up understanding how humans use the world around them, without destroying it.</p> <p>I hope you consider this objection, as it is heartfelt.</p>
Include files	
Number	Question 46
ID	LPIO9212
Full Name	STEPHEN AND JOANNA O'SULLIVAN
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 would confirm our objection to the above application for planning and building on the above site.</p> <p>Summary of reasons for objection/responses as below:</p> <p>THE SITE:</p> <ol style="list-style-type: none"> 1 This field immediately adjoins Hunters Park houses' rear gardens and is very visible to all the residents. Access to the site can only be made from Ivy House Lane. The site is not only visible to the immediately surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic advantage points. Hedges and mature trees generally define the southern and northern boundaries. Domestic fences and shrubs mark the western boundary. There is no substantial hedge or vegetation along the eastern boundary with Ivy House Lane (as described in the 2002 Inspector's Report). The land dips steeply into the middle on both sides and during wet weather the lane floods at the bottom as a consequence of surface water run-off. In winter Ivy House Lane is icy and with snow is impassable without a four wheel drive car. 1 Ivy House Lane at the eastern side of the field is 2.4m (8 ft) in width with limited passing places.

There is no left hand visibility at the Meadway junction. Ivy House Lane eventually joins the Common at the north end. Below Meadway it widens near Sunnyside Church and the allotments, and then the lane narrows over a railway bridge to a width of 4m (13 ft) which does not allow two vehicles to pass in opposite directions. After the bridge there is access to Bank Mill but there are often issues with delivery vehicles passing parked cars and more generally both along Bank Mill and Ivy House Lane, where there has been construction even relating to a single dwelling, when the road has been blocked by both delivery and construction vehicles.

- 1 Thereafter using access to Bank Mill Lane, there is a canal bridge, again with single width carriageway with a width of only 3.2m (10ft 5"). Access is also available to George Street, however both sides of the road are largely populated by parked vehicles and therefore manoeuvrability in two directions is impossible for most of the day.
- 1 There is no public transport in Ivy House Lane. There are no footpaths in Ivy House Lane and there is limited street lighting only in the lower half of the lane. The lane is rural in character beyond Meadway junction and has no intrusive lamp lighting or other urban road furniture. Also there are no dedicated cycle ways near the site.
- 1 It should be noted Meadway is a private road with a width restriction at the eastern entrance and at the western entrance does not offer a safe and suitable access to Gravel Path.

There are few bus services on this side of the town. There is a bus operator known as "Little Jims", which operates route 532 from Hemel Hempstead to Northchurch and the nearest stop is adjacent to Castle Village (0.3 miles away) which is to the west of the top of Gravel Path. There are three services a day with the first outbound at 9:35 am, then 12:05 pm and the last at 15:25 pm and none on Sunday. There is no suitable pedestrian access to Castle Village directly from the subject site and would involve going along unsurfaced or non-existent footpaths and there is no bus lay-by or covered shelter in the vicinity of the Gravel Path road junction. Timing of the present bus schedule would not enable any use to be made during term time or for going to work or easy access to the railway station or the town for those that work locally

DACORUM PLAN PROPOSALS AND CONSIDERATIONS:

- 1 Some of the key documents issued by Dacorum Borough Council have been examined, in particular in relation to this site. There is a conflict of opinion

between their assessment and previous assessments on this site. The Council Sustainability Appraisal and the report by TRL are, we consider, fundamentally flawed. There is no numerical credit rating given to the various features of the site as weighed against other potential sites given the issues of isolation from the town and the need for car related journeys through narrow roads.

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

Water

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

Flood Risk

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

Climate Change

This refers to buses within 300 metres (should be 0.3 miles?) of the site, however, the service is too

infrequent to serve the number of proposed dwellings or to deal with traffic movements. It is likely that all the residents would be car users and those that aren't would be isolated by the fact of there being no public footpaths within the vicinity affecting walking to the nearest bus stop and certainly no safe access for schools for children.

Air Quality

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

Soil

No comment at this stage

Resource Efficiency

No comment at this stage

Historic Environment

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

Landscape

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

Health and Wellbeing

The site does not offer immediate access to schools, railway station or town centre and would undoubtedly result in car traffic using a single width lane without footpaths, with dangerous railway and canal

bridges and generally filtering through the existing unsustainable road network. This site together with the allotments at the foot of Ivy House Lane, were rejected in the last District Plan enquiry of Dacorum Borough Council by an Inspector.

Sustainability

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

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

Community Cohesion

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

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

Housing

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

Economy

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

Employment

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

Conclusion on Superficial Analysis

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

CONCLUSION

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

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

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

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

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

ADDITIONAL COMMENTS

below quote from the Hertfordshire County Council 2013 Bikeability Audit Report on Berkhamsted was useful given the Developer's emphasis on providing Cycle Routes.

	<p><i>“Cycling on Gravel Path is hazardous, especially on the ascent and becomes a Level 3+ due to its steep ascent and subsequent slow speed of cyclists on the narrow carriageway”</i></p> <p><i>“Berkhamsted is characterised by steep gradients, which constitute a major barrier to cycling in the town. In certain locations (Gravel Path, Chesham Road, Bridle Way, Swing Gate Lane) gradients are such that the implementation of specific cycle measures would prove futile”.</i></p>
Include files	
Number	Question 46
ID	LPIO9214
Full Name	debbie knights
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 formally object to the proposals to build on green belt land in Kings Langley.</p> <p>I have lived in the village for my whole life and have watched the village expand and become busier and busier. The locals schools and doctors are over subscribed, the train station overflowing during rush hour and the roads bursting. The local infrastructure is not equipped to support the proposed increase in residents. I would like to particularly mention parking. The two village car parks are already filled on a daily basis and all the local roads already have cars parked on the roadside; particularly the new development at Nash Mills has made driving and walking along Red Lion Lane extremely dangerous due to parking on the roadside.</p> <p>Kings Langley is a home to a number of different species of wildlife and an increase in population and pollution would have an adverse effect on our eco-system.</p> <p>I hope you will take into account my objection along with the objections of the many other residents of Kings Langley.</p>
Include files	
Number	Question 46
ID	LPIO9216
Full Name	TREVOR STANDEN
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 thought merely as an individual I would pass on my views re one of the sites under consideration I e Dunsley Farm. I view this site even though not within the AONB to be scenically important. It is adjacent to an AONB and is very visible from the higher land within that AONB. It is also one of the most significant entrances to the market town of Tring. I do appreciate that it may even so be possible to have some development on it but I do think it is important from the roundabout with the A41 to maintain at least 700 feet of development free land since it is the juxtaposition of openness immediately adjacent to this very well used part of Tring that is crucial in this approach to the town. Moreover if there is any development in the future this should be behind a shelter belt of trees.</p> <p>I suggest that the even the part of the site currently occupied by farm buildings should continue to be within the green belt.</p>
Include files	
Number	Question 46
ID	LPIO9218
Full Name	Mary Jane Sheldon
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 concerns are:</p> <p>A) There would not be enough doctors surgeries and schools</p> <p>.B) We would lose the areas separating Kings Langley from neighbouring villages that give recreational spaces of beauty where families can enjoy exercise and the countryside. This gives many health benefits at present which would be lost.</p> <p>C) Getting to hospital could be made more difficult, and lives could be lost, from new babies, pregnant mothers, middle aged people some of whom are parents, to the elderly.</p> <p>D) The traffic is already too much for the roads to carry at certain times.</p> <p>E) Kings Langley village would no longer be a village. What village life is like at present needs to be considered and protected. The monthly market, the churches, the Doctor's Surgeries, the schools, the dance, fitness, Pilates, yoga classes, community choir, High street parties including the turning on of Christmas lights and festivals on the common.</p> <p>F) Wayside Farm would be lost, which is an important part of the character of the village with its farm shop.</p>

	<p>I choose to live in Kings Langley because of the surrounding countryside. It has a unique character and should not just become a suburb of Hemel or Watford.</p> <p>Please be very careful when making irreversible decisions that affect people's quality of life</p>
Include files	
Number	Question 46
ID	LPIO9222
Full Name	Mrs Jean Farrer
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 lived in the Berkhamsted area for over 40 years now and find it a busy vibrant market town, surrounded by the most outstanding NT common land, with an easy access to London. I have no objection to sustainable housing development, but am very concerned about the high level proposed for Berkhamsted/Northchurch in this new plan, where there has already been a significant contribution to the existing Local Plan.</p> <p>I think the very attractive nature of these towns, which I see is reflected in the Vision Statement, will be destroyed by most of the options suggested. I had thought the Planning Department had recognised the importance of retaining the character of this town in the previous plan.</p> <p>My other concerns relate to infrastructure and the facilities over which Dacorum Council has no control. I think the Council has to be robust in ensuring effective development of services to the community before proposing extensive new housing. I hear that people already have great difficulty getting appointments with local GPs. The 2 hospitals which serve this area (Watford and Stoke Mandeville) are already rated by CQC as in need of improvement for many of their most basic services.</p> <p>They are both difficult to access from here. I actually fear having to use them.</p> <p>The transport system is the responsibility of HCC and in the context of market towns with an existing bypass (which is good), I'm not sure what can be done to expand the road system which is narrow by virtue of being in a valley, bounded by the canal and the railway.</p> <p>There is limited scope for developing employment opportunities in this area and, therefore, I would anticipate that many new residents would commute to London by rail. The early morning trains are already packed. Several thousand more passengers would make the lot of the commuter pretty unbearable.</p>
Include files	
Number	Question 46
ID	LPIO9224

Full Name	Mrs Jean Farrer
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 went to the developer's public meeting where he wished to sound out local opinion on the development for this site. The anger in the room from young families who have their children at the primary school in New Road was palpable. My allotment is just the other side of the canal so I have frequently observed the activity in that area at different times of the day. The access to the site is just above the narrow canal bridge onto the very busy New Rd which then joins the High Street at the T junction. Congestion on New Road would have been eased had the Link Road been built through the Chiltern Park estate, but houses have now been built over the planned Link Road site. Without the Link Road, there is no alternative way of easing current traffic.</p> <p>The pavement opposite the school is too narrow for even 1 person. The pavement on the school side is slightly wider, but families need to shepherd their children with great care every time they take them to and from the school. To introduce 60 new households on to that pinch point would be dangerous in the extreme. When the assessors talk about facilities at the centre of Northchurch, what can they mean? There is a small Tesco store outside which there is daily chaos with the number of people parking and trying to get to the shop. There is a small time-limited parking area, but there is no parking enforcement. The school has recently been enlarged to cope with the current population of children. The view from the canal would be urban, rather than rural. The new development would be close to and below the railway line, with trains travelling at 140 mph day and night. The developer could not say how this might be mitigated.</p>
Include files	
Number	Question 46
ID	LPIO9226
Full Name	Steven Jennings
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Yes

	<p>I strongly oppose the inclusion of Site reference Tr-h1 {Land to the north of Station Road Tring} in the schedule of potential development sites.</p> <p>To build on these meadows would destroy this local landscape. This green, operational pastureland grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses in a small market town character that Tring possesses. It would cause irreparable damage to the community</p>
Include files	
Number	Question 46
ID	LPIO9228
Full Name	IRIS STANMORE
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 the desire for landowners to sell their land for the 450 new homes that potentially could be built in BOVINGDON that Dacorun are considering.</p> <p>THE INFRASTRUCTURE OF BOVINGDON CANNOT COPE WITH THIS SCALE OF DEVELOPMENT. IT WILL PUT A GREAT STRAIN ON OUR MEDICAL SERVICES, OUR SCHOOL, and MOST OF ALL OUR HIGH STREET CANNOT COPE WITH THE TRAFFIC AT THIS PRESENT TIME.</p> <p>THE HIGH STREET WOULD JUST BECOME GRIDLOCKED AND TOTALLY UNSAFE FOR PEDESTRIANS AS WELL AS CARS WITH NO THOUGHT OF CAR PARKS IN PLACE.</p> <p>WE ARE A VILLAGE AND TO USE UP ALL OUR GREEN BELT WOULD HAVE A HUGE IMPACT ON THE ENJOYMENT OF LIVING IN A VILLAGE.</p>
Include files	
Number	Question 46
ID	LPIO9230
Full Name	MR AIDAN MEIKLE
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>In terms of the current local plan consultation I would like to put my support firmly with option 1A.</p> <p>I believe this option minimises development and will limit greenbelt development, furthermore it focuses on additional homes in Hemel Hempstead, Berkhamsted and Tring all towns that are far more capable of coping with the additional population.</p> <p>I have significant concerns about development in Kings Langley because Kings Langley is a village and does not have the infrastructure to cope with the huge additional numbers of homes that are being proposed. I believe it is preposterous that DBC think there is capacity to build almost 11,000 homes in Kings Langley. This is not manageable sustainable or sensible development.</p> <p>In addition to three points above my concerns are centred around the below:</p> <ul style="list-style-type: none"> - Lack of suitable road network and infrastructure in Kings Langley Village - Loss of the village culture, ethos and way of life - Loss of wayside dairy farm a valuable village amenity - Kings Langley station is already overtly busy and rush hour extends from 06:12 - 9:30 meaning the trains are almost full. More houses will make this even worse and the car park cannot cope with more vehicles - Those who commute by car already face huge queues and additional housing will compound these journey times. Family life suffers as a result and people are more stressed and less happy - Lack of school places - over subscription of local schools would lead to substandard education for those who do you get places, or long journey times for those who don't. This will be compounded by the additional traffic in the village. - Under resourced doctors surgery - standards would fall and health, living standards and quality of life would suffer as a result. - The village will blend into Abbots Langley and Apsley resulting in a sprawling mass of houses and traffic <p>Please take on board my serious concerns and my vote for option 1A</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 46</p>
<p>ID</p>	<p>LPIO9231</p>
<p>Full Name</p>	<p>LAURA MEIKLE</p>
<p>Company / Organisation</p>	
<p>Position</p>	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>I'd like to voice my significant concerns about the proposed housing developments in Kings Langley.</p> <p>In terms of the current local plan consultation I would like to put my support firmly with option 1A.</p> <p>I believe this option minimises development and will limit greenbelt development, furthermore it focuses on additional homes in Hemel Hempstead, Berkhamsted and Tring all towns that are far more capable of coping with the additional population.</p> <p>I have significant concerns about development in Kings Langley because Kings Langley is a village and does not have the infrastructure to cope with the huge additional numbers of homes that are being proposed. I believe it is preposterous that DBC think there is capacity to build almost 11,000 homes in Kings Langley. This is not manageable sustainable or sensible development.</p> <p>In addition to three pints above my concerns are centred around the below:</p> <ul style="list-style-type: none"> - Lack of suitable road network and infrastructure in Kings Langley Village - Loss of the village culture, ethos and way of life - Loss of wayside dairy farm a valuable village amenity - kings Langley station is already overtly busy and rush hour extends from 06:12 - 9:30 meaning the trains are almost full. More houses will make this even worse and the car park cannot cope with more vehicles - Those who commute by car already face huge queues and additional housing will compound these journey times. Family life suffers as a result and people are more stressed and less happy - Lack of school places - over subscription of local schools would lead to substandard education for those who do you get places, or long journey times for those who don't. This will be compounded by the additional traffic in the village. - Under resourced doctors surgery - standards would fall and locks health, living standards and quality of life would suffer as a result. - The village will blend into Abbots Langley and Apsley resulting in a sprawling mass of houses and traffic

	Please take on board my serious concerns and my vote for option 1A
Include files	
Number	Question 46
ID	LPIO9233
Full Name	Ann Martin
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 lived in Kings Langley for a period in the 1980's and chose to return when I took early retirement back in 2002. I am a very keen volunteer with community organisations and charities in the village as well as regular Church goer at All Saints. In the past 15 years I have learnt so much about the ancient village of Kings Langley and am strongly opposed to any development on the four Greenbelt sites around our village, all of which would, in my opinion, erode the character of the village and create an urbanised mass sprawl stretching from Hemel/Apsley through to Watford. The village has an 800 year old Church which welcomes visitors from all over the world, these people then visit our shops and cafes but even now parking is a huge daily problem for visitors and residents. We have a unique working farm which again has visitors from far afield. In recent weeks the village has come together with several community events all of which would surely disappear if the population of the village were to virtually double and the village become a small town. Also the local support groups for our elderly, housebound and lonely would be unable to be so effective in a 'town' environment. Certainly the inevitable increased traffic flow would make journeys to doctors and hospitals more difficult than they are now. Any new large developments would doubtless put proportionate pressure on the three school, all of which have many hundreds of children attending them daily, and more families would inevitably put pressure on the doctors and hospitals again, all of which are overstretched already. Also no amount of manmade recreational areas within housing areas can replace natural countryside and open spaces with all the trees, plants, animals and birds that we are blessed with at present.</p> <p>In very recent years hundreds of flats and apartments have been built in the very close proximity of the village all of which have put further pressure on the crowded roads (most of which, given that Kings Langley was originally a country village, are narrow) and parking – every residential street is packed on a daily basis as most of the new builds do not have appropriate amounts of parking for residents, staff and visitors.</p>

	<p>It was a huge disappointment to me that the B&M Care Home was granted permission to be built at the bottom of Langley Hill and I have now learnt that a recommendation has been put forward to allow McCarthy and Stone to build a 40 apartment Retirement block at the other end of the High Street. This development does not allow for adequate parking for residents or visitors and will back onto an open space and conservation area. The developers in this case state that Kings Langley has a need for further sheltered living for older people and yet other similar properties, right in the village, always have flats up for sale or rent. The McCarthy and Stone development has resulted in over 1,200 concerned residents petitioning against it and yet it looks as if it will now go ahead. So both the B&M and the McCarthy and Stone blocks will create extra traffic right in the heart of the village not to mention, by their very nature, extra pressure on our only two Doctors surgeries. Increased traffic in and around the main through road will also increase air pollution not to mention an increased possibility of accidents as people try to cross the main road. The pavements and surrounding roadways are all on slopes and are narrow and uneven. These buildings and their consequent impact on the village will be just the start of transforming Kings Lingley into a concrete mass if the Greenbelt plans also go ahead.</p>
Include files	
Number	Question 46
ID	LPIO9234
Full Name	Ann Martin
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 specific relation to each Greenbelt proposal I would like to register the following comments.</p> <p>WAYSIDE FARM – this is a fully functioning Jersey milk farm which now sells Raw Milk. To destroy this glorious farm and countryside which is daily enjoyed by walkers, families and people who live to the houses on its edges would be truly shocking. To build hundreds of houses here would bring many extra cars and delivery vehicles onto the road leading to and from the M25 junction 20 which is already at a standstill every morning and evening at peak traffic times. This is made worse whenever there are accidents on surrounding motorways which force traffic through the A4251. The farm land itself has great historical significance dating back to the 13th century. The farm offers therapeutic type help to children and adults who have various difficulties and disabilities as they are able to visit the farm and the animals. There is also mention of building additional industrial/office type buildings here but there are already many empty</p>

	office and warehouse units across the Borough lying empty and unused. Consideration of turning these into apartment blocks would be a preferred option.
Include files	
Number	Question 46
ID	LP109235
Full Name	Ann Martin
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 specific relation to each Greenbelt proposal I would like to register the following comments.</p> <p>SHENDISH – Although mentioned as being within Hemel Hempstead Shendish is in fact in the Parish of Kings Langley and therefore a part of the village. It has a golf course enjoyed by many and a beautiful House and Hotel which hosts many events and meetings. It seems that new roads would need to be built to link with main roads again pushing more traffic onto the A4251, London Road and Rucklers Lane which is in places single track. The surrounding land is also used to graze farm animals. Currently the only access into the area is via a narrow road and bridge which is totally unsuitable for heavy traffic.</p>
Include files	
Number	Question 46
ID	LP109236
Full Name	Ann Martin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>HILL FARM – This proposed area stretches from Love Lane running behind houses on Chipperfield Road as far as the bypass bridge and alongside the Secondary School grounds. The only access shown on the plans is between some newly build barn conversions which are gated properties. This would create a road junction just yards from the only entrance to the Secondary School. The traffic in this area each morning and evening includes hundreds of cars, coaches and bikes ridden by school children. It is a daily miracle that someone does not get seriously injured - the Headmaster is already well aware of these concerns. All surrounding road traffic restrictions are totally ignored on a daily basis and at</p>

	<p>times the road is impassable. No emergency vehicle would be able to get through. Building 280 houses in the immediate area would doubtless add enormous amounts of extra traffic. Not only would the entrance to the Secondary School be impacted but there are also the Steiner School and the Junior School entrances again within a few yards of this proposed site. The only way up to the area, and onwards to Chipperfield from the High Street is via either Common Lane, Vicarage Lane or Langley Hill. These roads were given these names because that is what they are. Common Lane, which runs up through the common, is barely passable by two cars and certainly not suitable for large trucks etc. Vicarage Lane has cars parked all down one side as the cottages do not have garages and so it is virtually single track – it is a regular occurrence for cars to be damaged as trucks attempt to get through – this is largely because GPS directs drivers up this road as they head towards Chipperfield. Langley Hill is slightly wider but does have cars parked on both sides. The plans for HILL FARM state that there is level access to the village but in fact the only level access is to the three schools and the Old Palace Pub. The roads mentioned are all hills and in time of bad weather often impassable. The possibility of people choosing to walk or cycle to the High Street or station from a new development here would be highly unlikely due to the gradient and distance and so cars would be the only option. There are no frequent public transport links around this part of the village.</p>
Include files	
Number	Question 46
ID	LPIO9237
Full Name	Ann Martin
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>RECTORY FARM - This site supports all kinds of unusual wild life as it borders the Grand Union Canal. It has been used by Transition in Kings recently to provide fresh vegetables for sale in the village and could be used to develop further horticultural activities. However this area has known to flood on occasions. Again a further road would need to be built for access onto the Hempstead Road at a point where traffic already travels too fast and has already been the site of a fatal accident. The planned McCarthy and Stone building would already be pushing extra traffic onto the road in a similar area along with the increase already experienced from the recently extended Premier Inn Hotel.</p>
Include files	
Number	Question 46

ID	LPIO9238
Full Name	Angela Walsh
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 longstanding resident of Berkhamsted, I wish to object to the intention of Dacorum Borough Council to build more housing in this area. Particularly of note is green belt, Bell and Darrs Lanes.</p> <p>In case you are unfamiliar with the area, as it would seem, Berkhamsted's infrastructure cannot cope. I am sure most of the issues have been raised by many residents in the town although I am aware of a certain amount of apathy from residents who complain but seem unable to take the matter further.</p>
Include files	
Number	Question 46
ID	LPIO9243
Full Name	Mrs Sarah Gray
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 infrastructure of Berkhamsted will not cope with even more development. Over recent years Berkhamsted has expanded rapidly and has building has occurred at a greater rate than in Hemel Hempstead.</p> <p>Please see the email I sent in 2011 to protest against a development application in Berkhamsted that was rejected. Nothing has changed in the intervening years, in the town more houses have been built and the infrastructure remains unchanged. The traffic issues have increased and the problems of bad weather and the steep hills of Berkhamsted have been seen again in the recent bad weather.</p>
Include files	
Number	Question 46
ID	LPIO9246
Full Name	Mr Simon Pilling
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 completely opposed to the massive expansion to Kings Langley and choose option 1A to permit a level of houses that the existing infrastructure will be able to cope with and avoiding building on green belt land.</p> <p>my reasons...</p> <p>my reasons...</p> <p>Kings Langley infrastructure - roads, schools, doctors, are at capacity now.</p> <p>Blurring boundaries between local villages, creating one sprawling town is not why the people in Kings Langley chose to live here. Kings Langley is a beautiful rural village something that should be maintained</p> <p>Building on green belt is irresponsible and will damage air quality, alter the water flow, may cause flooding - especially when concreting over grassland and building in flood plains - Rectory Farm.</p> <p>We need to understanding, implement and protect the balance of green versus to construction to ensure that healthy equilibrium for all.</p> <p>The permanent loss of green spaces, associated wild life, and trees, is crazy - More than ever is it important to maintain these green spaces for an improved quality of life.</p> <p>More than doubling the number of houses in Kings Langley over the next 10 years without massive infrastructure investment will see Kings Langley implode.</p> <p>We've already been told that the developers do not have enough additional infrastructure investment to support the growth, so once the developers have pocketed their profits and disappear, it will become the department of transport problem - which could take forever.</p> <p>Why is the plan to double the village when government plans are suggesting a 10% growth everywhere - I can understand a fluctuation of 5 to 10% but doubling?</p> <p>From a trade and local business perspective - there are already empty industrial properties at Kings Langley station, and in the Westside industrial park - if these were full then there would be an argument to add more, but they are not.</p> <p>May I suggest the following suggestions to the local councils and government...</p> <ul style="list-style-type: none">• locate and use all the empty houses across the country - an estimated 2,500 in Herts alone - http://www.councils.co.uk/2017/07/20/empty-houses-2017/• why is the emphasis on South Eastern England. if towns are invested in further north, this will drive more business and create better communities. <p>As much as I am against building on green belt, why not create another Milton Keynes - linked with decent transport to access the country and for the country to</p>

	access it. Thus maintaining the long standing beautiful villages that have been in existence for hundreds of years.
Include files	
Number	Question 46
ID	LPIO9247
Full Name	Mr Michael Guy
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Berkhamsted cannot accommodate a further 1,600 houses, in addition to 600 already planned and 600 recently built. You are at risk of ruining a small market town by not only choking it with traffic but oversubscribing already full schools, overloading doctors' surgeries and preventing the town from operating normally with an ability to move around, enjoy the local area, shop in the town without it taking 2 hours to drive or park, access local schools and other vital local amenities.</p> <p>Why is a small market town like Berkhamsted being targeted to accommodate more housing development when it has already done more than other local towns in developing land for housing.</p> <p>Berkhamsted has developed over 30% more than its Core Strategy on housing development whereas other towns – with arguably far more ability to accommodate new developments – have not 'done their bit'. Hemel Hempstead is more than 20% UNDER its Core Strategy target, so why is this crass unfairness allowed to exist, or even be considered to be allowed to worsen under current development plans.</p>
Include files	
Number	Question 46
ID	LPIO9249
Full Name	Greg Selfe
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 is clear that the very few people given the responsibility of proposing plans for hundreds of new homes in Berkhamsted do not reside in the town. If they did they might have observed over recent years how Berkhamsted has disappeared up its own backside with</p>

parking problems.....so why would you want to add another 2,000+ cars to an area that cannot cope as it is.

Just imagine these proposed developments.....what if an extra 800 new housewives all decide to drive to Waitrose on a Friday morning; I presume planning will just wave its magical parking wand! (and please don't pontificate about the proposed new car park planned off Lower Kings Road which will offer some parking to commuters, as well as shoppers. Waitrose car park is already full now so the new car park will only serve as an overflow for existing residents). We look forward to 5pm on a weekday when its going home time: one can only presume complete gridlock will ensue in Lower Kings Road as a result of these extra vehicles trying to exit the car park.

Come to Berkhamsted today and enjoy the daily scene. Cars overhang street corners, creating blind junctions. Rammed parking up both sides of narrow streets in the conservation areas often make it difficult for large vehicles to pass. Shoppers queue down Lower kings Road to access the Waitrose car park.

Many residents who drive from their homes first thing of a morning might return an hour later only to find they can't park within 200 yards of their home because commuters have taken the spaces. More and more kids attending Berkhamsted School are now driving to school, clogging up local roads with thoughtless, idiotic parking.....And so it goes on.

What happened to the use of double yellow lines; why is there no one in the Highways department with any modicum of common sense regarding road markings !!

The majority of new homes approved in recent years around the town centre, as usual, never offer sufficient parking. Do planning not realise that most households have two cars and sometimes, shock horror, even have visitors. But you never insist on sensible parking provisions - it's all about greed, profit - 'let's ram every possible piece of brick and mortar on to an open space'

We are a valley town, with no scope to add town centre infrastructure. We are an historical market town, still clinging to some semblance of character and charm. It would appear that the greed and ignorance that festers within the corridors of planners/developers is keen to ensure the total ruination of such a market town.

Just look at the blight Council/planning/developers have inflicted on that once characterful market town of Leighton Buzzard.....do you really want to have the 'Blight of Berkhamsted' on your CVs as well.

	So what is the reality? We all acknowledge that homes have to be built , but because we are already at gridlock a ceiling of NOT more than 200 affordable new homes might be an acceptable compromise (providing Planning also deals with increasing capacity of schools and doctors surgeries).
Include files	
Number	Question 46
ID	LPIO9250
Full Name	Pauline Quelch
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 appeal to you to re think using our green belt for housing. Wayside Farm in particular is a most beautiful place. I'm 77, lived in Kings Langley all my life and spent a lot of time walking and enjoying the area and now the lovely farm shop. Whilst I know we need more housing do we have to destroy every green space to do it. Kings Langley is a lovely village please don't turn it into a town. At the moment the high street gets grid locked at times, the car parks are full, the Doctor's surgeries are always over booked and presumably the schools too. To get to Watford hospital is almost impossible at times and I hope I never need to get there in an emergency.</p> <p>I realise the housing won't happen in my lifetime but I would hate our children and grandchildren to live without some beautiful countryside. Once gone it's gone.</p>
Include files	
Number	Question 46
ID	LPIO9251
Full Name	Ben Amphlett
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 strongly object to the current proposals to build additional new homes in Kings Langley. My wife and I moved to Kings Langley 12 years ago to start our family home together. I am originally from Watford and my wife is from St Albans and we wanted to live in a nice cosy village to bring up our children rather than a busy town. We chose to live in Kings Langley because of its village status and the village life it enjoys with local shops</p>

	<p>in the small high street and the friendly local community. I commute everyday using Kings Langley Station into Euston and the train is already at full capacity. I am rarely able to get a seat on the 7.26 train and any more commuters would make this journey intolerable. Our combined annual household income is a six figure number and we spend a considerable amount of our time and money using the local shops and restaurants and supporting the local community. We chose Kings Langley because it is a village. By adding more houses it will no longer be a village and this will force people like us to move out of the area to find another village instead. I understand the need to develop Dacorum as a whole but urgently request that all Brownfield sites are developed and to preserve the nature of the Green Belt that I was fundamentally taught at school CANNOT be built on. It is the lovely green fields that are core to the identity of this village. Any development will mean that the village sprawls into Hemel Hempstead or Watford and we will lose our identity and the people that make this village community. The high street is unable to cope with the level of traffic as it is currently let alone if more houses are built. In addition I am unable to get an urgent GP appointment as it is let alone if additional burden is placed upon the Nap Surgery.</p>
Include files	
Number	Question 46
ID	LPIO9255
Full Name	Neil Francis
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>My family and I live in Kings Langley. We are dismayed at the amount of proposed housing developments that will take away the countryside that helps to make our little town what it is and are vigorously opposed to any such developments. The government supports the development of brownfield sites, not green belt land which I fully support the redevelopment of; sensible, not damaging to the environment and in keeping with the 'strong protection of our green belt' as suggested by the Chancellor in his Autumn Statement</p>
Include files	
Number	Question 46
ID	LPIO9257
Full Name	Neil Francis
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 concerns are as follows;</p> <ul style="list-style-type: none"> - local infrastructure does not support any major development; doctors, schools, dentists, hospitals, police, all of which are either oversubscribed or under pressure will suffer further. - the local roads are already very busy as this is a prime commuter belt area. This will get worse leading to... - increased pollution leading on to damage to health for all in the local area, particularly children and the elderly. - local public transport links are lacking which will lead to even more cars on the roads. - local primary industry such as Wayside Farm will cease to exist if one particular development goes ahead. - Rectory Farm, an area classified as 'outstanding natural beauty' another target for development will be lost - the historic identity of Kings Langley is at stake. As the town on either side expand the 'village' atmosphere as we know and love it becomes under threat. <p>Given time I'm sure we could come up with more reasons to oppose these plans to the development of what we see as 'our' village.....but you have failed to give us this opportunity.</p>
Include files	
Number	Question 46
ID	LPIO9260
Full Name	Martin Pearson-Wiggs
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am writing to voice my concerns about the four proposed developments in the village of Kings Langley on key Green Belt land.
Include files	
Number	Question 46
ID	LPIO9262
Full Name	Martin Pearson-Wiggs
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 voice my concerns about the four proposed developments in the village of Kings Langley on key Green Belt land</p> <p>I object for the following reasons:</p> <ol style="list-style-type: none"> 1 The current infrastructure (A421) is ill equipped to handle the current through flow of traffic leading into and out of the Village, with daily traffic queues leading from both the village and the M25 and then on into Apsley from Shendish for the same reason at peak times twice daily. 2 Local schools are massively over subscribed both Junior and Senior forcing parents to search further afield (pardon-the-pun!) which impacts on point 1. 3 Parking is currently a massive concern with limited spaces in the village currently. Both Vicarage Lane and now Langley Hill (which is used by the Senior School buses/coaches) are being used as rat runs that cars slalom up and down, with no care for either pedestrians or oncoming vehicles. 4 Local utilities like Doctors surgeries are at best a lottery should you require an appointment, god forbid an emergency and the car park is currently used as an overflow for the village. 5 Should the Shendish site be developed the inevitable blurring of village boundaries and loss of village life would be inevitable. 6 Personally, I run all around Wayside Farm which is a wonderful relief from modern life to know that 200 yards down the road you're in the 'Countryside' with farm animals all around and the feeling that the built up, high tech world is left behind if but for an hour or two! <p>In Summary you only have to look at the current housing within Kings Langley and the inadequacies of the current road network therein. To name but a few roads I now don't drive/Walk down;</p> <p>Waterside (double parking and mounted curbs) Blackwell Road (as above) Church Lane leading to Waterside (blind corner and parked cars = nightmare) Primrose Hill Vicarage Lane Langley Hill Coniston Road Red Lion Lane and all the cars parked mounted on the curbs again due to not enough provision for householders to park their vehicles in a new development.</p>

	The list goes on and if you what to add into the mix all these townhouses (Ovaltine Development style), there will be too many houses, overcrowding, air pollution, loss of village identity, Kings Langley 'Town' will be a sorry place to live indeed.
Include files	
Number	Question 46
ID	LPIO9264
Full Name	Kalpana Patel
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 building options proposed for Kings Langley.</p> <p>Kings Langley has a character of its own like other villages in Hertfordshire. Building on Green Belt land would have a negative impact on its character.</p> <p>My reasons for opposing building on Green Belt areas around Kings Langley are:</p> <ul style="list-style-type: none"> -the neighbouring villages would merge - village identity would be lost - loss of countryside -closure of Wayside Farm(one of two dairy farms in the village) <p>Wayside Farm provides a valuable service to the village with the farm shop.</p> <p>I recognise that houses need to be built – and this has happened in Kings Langley with the Ovaltine estate and the development alongside Red Lion Lane on the old Sappi Graphics site. I believe this is the way forward and Option 1 A should be pursued “Focusing sustainably on the 3 towns in the borough”.</p> <p>Brown sites should be where building takes place.</p> <p>As far as building offices is concerned, there is office space in the borough which has not been taken up, so there certainly isn't a need for any more</p>
Include files	
Number	Question 46
ID	LPIO9277
Full Name	barry & patricia 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>YES.</p> <p>Our comments are as follows:</p> <p>The land, which is under consideration, has been used for farming for many years. As such, we would have thought that, particularly after the unknowns of Brexit, it is land which should retain its current usage.</p> <p>The topographical nature of the proposed site leads it to flood and also to cause flooding in Ivy House Lane.</p> <p>The suitability of this site has been rejected by inspectors in the past and for us nothing has changed that should allow it to be developed for housing now.</p> <p>The access to the proposed site is from Ivy House Lane itself. This lane is a narrow single track lane with no passing traffic facilities until the very southern end, no pavement and limited street lighting and then only at the lower end of the lane. It is therefore dangerous to use and there would not appear to be any possibility of widening it. It has relatively steep gradients in a "V" shape and at its southern end there are two bridges one over the railway and the second over the Grand Union canal.</p> <p>Because of the narrowness of the lane at these points, traffic has to be limited to single file each way at any one time. Additional cars, tradesmen's vans and e-commerce delivery vehicles as a result of any housing development would create additional congestion and additional pollution. Many of the local schools are across town from this site with access to them really only being by car thus again adding to congestion and pollution.</p> <p>Other than a bus service which runs three times per day there is no main line bus service using Ivy House Lane.</p> <p>We have been able to get hold of a copy of a letter sent from a company called DHA Planning, acting as agents for an unknown client, to Berkhamsted Town Council with regards to the development of this site.</p> <p>In their letter they make declarations, which are both flawed and naïve.</p> <p>For example, they quote ".....new and improved pedestrian and cycle links would be provided to improve the accessibility of the site." There are currently no pavements adjacent to the site and no space to provide any. Likewise for a cycle path. As a general comment people will not use cycle paths to access the site, if for no other reason than the hilly nature of the lane. So we are back to an increase in the usage of cars on a very dangerous road.</p>

They also quote “The DBC study states “With appropriate screening along its eastern boundary, it would not compromise the integrity of the wider Green Belt.” “ To use this statement is naïve and clearly shows little knowledge of the site merely using Dacorum’s flawed study.

This statement is completely erroneous. Because of the differing heights between the eastern boundary of the site and the gardens of Hunters Park residents, which back on to the proposed site, the trees would have to be about 200 feet high in order to screen anything, which is clearly impossible.

Therefore the integrity of the Green Belt would continue to be compromised.

If traffic from any proposed development of the site were to exit northwards intending to use Gravel Path for access to the town instead of going south on Ivy House Lane this would create even more traffic chaos than is already being experienced on Gravel Path. At the southern end of this road it narrows to single file, one-way only at any time over a railway bridge which also has a weight limit of 7.5 tons. At times of the “school run” in the morning particularly traffic already backs up from the top of Ravens Lane (High Street) to the canal bridge by the Boat pub on Gravel Path and sometimes even further back.

Gravel Path is also already suffering from the damage caused by the current level of traffic.

There have been 3 closures already this year, each lasting several days, in order to repair burst water mains.

In conclusion, and answering Question 46 of the Local Plan to 2036 Consultation document, it is quite apparent that the Council’s decision to include Ivy House Lane in their considerations is flawed. It would appear to us that little consideration has been made to the fact that the site is on Green Belt land, that Ivy House Lane provides limited and dangerous access to the proposed site and that it will have a major traffic impact on the local environment. The proposed improvement on pedestrian and cycle links is laughable in that the only sensible access will be by motorised vehicle. The topographical nature of the site and its tendency to flood seems to have been ignored.

Also no account seems to have been made, taking into consideration the nature of Ivy House Lane and its access limitations, of the “damage” that will take place in terms of noise, pollution and damage to the lane itself during the transportation to and from the proposed site of spoil and building materials in very large lorries over potentially a three year period.

Include files	
Number	Question 46
ID	LP109278
Full Name	jeremy kaye
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 put on record my objection to Dacorum Borough Council's plans to develop FOUR Green Belt sites in and around Kings Langley.</p> <p>Whilst I am fully aware of the need for more housing it is futile to simply build more houses around a village which could not sustain additional residents. Kings Langley is in my view around its capacity for traffic and parking. An increase in residents would make the high street all but impassible and make using the local facilities something of a lottery of timing.</p> <p>Since I am not planner I am sure there are many other perhaps even more important effects of overcrowding I have not considered.</p> <p>I would hope that your planning consideration takes proper account of an influx of many more residents and dismisses these initial proposals and there ruinous effects on the local community and environment</p>
Include files	
Number	Question 46
ID	LPIO9293
Full Name	RICHARD DURNFORD
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 strongly object to any development of greenbelt land in the borough and particularly at Shendish. We moved to Shendish with a young family last year and consider that this unique and historic area would be ruined by the development under consideration. There are numerous important practical and environmental reasons why greenbelt at Shendish and the rest of Kings Langley should not be used for development, including inadequate infrastructure, road access, and adding to congestion and pollution (I understand that pollution in Apsley already exceeds guidelines), moreover the irreversible loss of this greenbelt land and the coalescence of Kings Langley into Hemel Hempstead must be avoided.</p>
Include files	
Number	Question 46
ID	LPIO9296
Full Name	REBECCA YOUNG

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 objection to any expansion around Kings Langley Village particularly onto Wayside Farm.</p> <p>I have moved to the village because of the green belt land and countryside surrounding it which we use everyday with our children. Building on this land would mean the loss of a village and community. It is important that we keep the valuable countryside surrounding the area to for so many reasons including mental health and wellbeing, physical inactivity and obesity. The Public Health Profile 2017 shows that physical activity and excess weight in adults in Dacorum is below the England average. It's proven the green and open spaces can improve this and is an important part of the 5 ways to wellbeing. This land provides opportunity for improving all of these so is important to keep as is.</p>
Include files	
Number	Question 46
ID	LP109299
Full Name	Mrs Gillian Lambourne
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 a personal interest in site WA/8 (Land South of Trowley Heights, Flamstead) identified in the Strategic Housing Land Availability Assessment 2016. The site immediately adjoins my own home and I would observe as follows:</p> <ol style="list-style-type: none"> 1 The site lies within the Green Belt and is traversed by public footpaths (well used) which would have to be preserved. It is also directly adjacent to an Area of Outstanding Natural Beauty: a view upon which any housing development would directly encroach. 1 The availability of the site would depend upon vehicular access that is not currently secured. 1 Any development would increase the number of cars accessing and exiting the area. At present Friendless Lane is already busy and single track

in a number of places. Also any new property is likely to own up to 3 cars. There is also the issue of exiting the village onto the A5183 which is a known and ongoing issue.

1 Sewage from any development would need to connect with the existing gravity sewer at the junction of Friendless Lane and Mill Lane which is already at full capacity having had house systems from Trowley Bottom added to it in the last few years.

1 The green belt that is referred to in respect of this site overlooks and immediately adjoins an Area of outstanding natural beauty whose environ is greatly appreciated by not just the locals but by the many visitors to this village – walkers and ramblers who greatly appreciate its beauty, sweeping vistas and ‘home’ for all types of wildlife. This environment is very precious (even though it is intensely farmed) and will be more precious still to future generations who will be suffering from overcrowded environments and will need the ability to reach such areas locally for leisure and relaxation – an essential antidote to many aspects of the modern and hectic lives we lead. People appreciate greatly our natural and vital green land especially since we are all being made more and more aware of the relentless pressures on our beautiful planet directly from human society. Also at the moment generally our British land does not suffer as severely from the droughts being experienced in many other countries – for example, California in the USA is suffering from an extensive and long lasting drought. So why, oh why concrete over such a precious asset not just to the British but to the world?

I would like to finally point out that this plot of land is Greenbelt (even though one part has been deliberately set aside a few years ago and is not farmed as was previously the case) and not Brownfield. In respect of Brownfield I understand the Government has ordered all councils in England to publish registers by the end of this month of brownfield land suitable for development and that in the budget last month the Government announced that it wanted councils to identify enough small sites to provide 20 per cent of the new homes needed. Is Dacorum doing this and is it incorporated into the plan? I would point out the Campaign to Protect Rural England has already examined 43 of the registers already published to find only 4 per cent of the brownfield land they identified was on small sites that could accommodate up to ten homes and, in fact, on further investigation some councils routinely disregarded small brownfield sites. Of course they are more complicated and expensive to develop as landowners and builders are especially aware – the least cost of all being attributable to green belt and hence easily the greatest profit. Of course, taking the long view, this lower cost has to be weighed against huge ‘value’ of the added

	<p>long living and life giving qualities attributable to green belt – especially in these days of rapidly rising food prices and the absolute necessary ability of this country to feed its growing population. And as they say, they don't make land anymore!</p> <p>I hope my comments will be seen as constructive and taken into account in any future development proposals for Flamstead particularly in light of the recent village survey</p>
Include files	
Number	Question 46
ID	LPIO9304
Full Name	jane and noel lynch
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 lodge my objection to the removal of Green Belt land in Berkhamstead for construction of yet more homes. Berkhamstead is a small town already under enormous pressure for amenities and overrun with vehicles causing constant traffic and parking problems. More homes would only increase these problems and cause the loss of the character of the town. There surely must be a point where the charm of a traditional market town such as ours is ruined. To take Green Belt land with insufficient infrastructure would be an absolute disaster and it is outrageous that large amounts of Green Belt land will disappear all for the greed of developers.</p> <p>From a personal point of view, we live in Heron Place, Bank Mill. At the far end of our development is a piece of Green Belt land known as The Meadow. This land is adjacent to the canal and is home to a large number of wildlife including various birds, water birds, mammals and bats. Also this area is the only piece of natural land sloping down to the canal. We understand it has been offered for removal of Green Belt for the purpose of building on, which we would strongly oppose. Another cause for great concern would be the access to the land through the only entrance accessed via the small bridge over the canal or Bank Mill, both areas being unsuitable for heavy construction vehicles. This will not be a worry if it stays within Green Belt.</p> <p>For all the reasons stated we strongly object to removal of Green Belt land in Berkhamstead.</p>
Include files	
Number	Question 46
ID	LPIO9305
Full Name	poppy hitch

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Preferred Option - Option 2B</p> <p>1. Bovingdon village is already suffering due to lack of infrastructure and services with out trying to accommodate hundreds of more families. The school is full! The doctors surgeries are full! The high street is dangerously busy! There is not enough parking anywhere the village!</p> <p>2. We are an exceptionally busy village with a prison placed on its outskirts, this leads to more vehicles coming to the village to staff the prison and the constant flow of inmates visiting orders. We also have a very busy Saturday market which generates horrific amounts of traffic all day long on the Chesham road and Box Lane, this is already an issue for Bovingdon residents and now we have a large McCarthy & Stone property being built on Box Lane which will add to the problem, and mean all those residence needed to use the village facilities.</p> <p>3. As mentioned the new retirement homes becoming available next year and several other sites in the village already earmarked for more housing - I think the village is already expanding beyond its means and there should be no more additional homes until roads and services are adequately improved.</p> <p>4. Green belt should not be built on !</p> <p>5. Drainage and sewage needs to be improved to cope with the risk to flood areas.</p> <p>6. Lastly I live on a lovely country narrow lane - which is fast becoming a dangerous rat run for vehicles wanting to avoid the village especially on Saturdays and rush hours !! The village is not easily accessed as with the recent weather conditions Box Lane is steep and led to numerous cars being abandoned as usual when we have snow! My worry is how can we rely on emergency vehicles being able to reach the village when this road is grid locked with market goers or impassable when the weather is bad!!</p> <p>Option 2B is the only option for Bovingdon.</p>
Include files	
Number	Question 46
ID	LPIO9306
Full Name	ANDY MCMAHON
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	<p>Preferred Option - Option 2B</p> <p>1. Bovingdon village is already suffering due to lack of infrastructure and services with out trying to accommodate hundreds of more families. The school is full! The doctors surgeries are full! The high street is dangerously busy! There is not enough parking anywhere the village!</p> <p>2. We are an exceptionally busy village with a prison placed on its outskirts, this leads to more vehicles coming to the village to staff the prison and the constant flow of inmates visiting orders. We also have a very busy Saturday market which generates horrific amounts of traffic all day long on the Chesham road and Box Lane, this is already an issue for Bovingdon residents and now we have a large McCarthy & Stone property being built on Box Lane which will add to the problem, and mean all those residence needed to use the village facilities.</p> <p>3. As mentioned the new retirement homes becoming available next year and several other sites in the village already earmarked for more housing - I think the village is already expanding beyond its means and there should be no more additional homes until roads and services are adequately improved.</p> <p>4. Green belt should not be built on !</p> <p>5. Drainage and sewage needs to be improved to cope with the risk to flood areas.</p> <p>6. Lastly I live on a lovely country narrow lane - which is fast becoming a dangerous rat run for vehicles wanting to avoid the village especially on Saturdays and rush hours !! The village is not easily accessed as with the recent weather conditions Box Lane is steep and led to numerous cars being abandoned as usual when we have snow! My worry is how can we rely on emergency vehicles being able to reach the village when this road is grid locked with market goers or impassable when the weather is bad!!</p> <p>Option 2B is the only option for Bovingdon.</p>
Include files	
Number	Question 46
ID	LPIO9307
Full Name	Mr & Mrs John & Ann Baldwin
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 add my voice to those already opposing the planned housing and office development in and around the village of Kings Langley.</p> <p>Having lived in the village for 20 years I have seen lots of new developments within the village, but so far we have just about managed to retain its village status,</p>

	<p>culture and separation from Hemel Hempstead. The planned new developments at Wayside Farm, Shendish and Rectory Farm will destroy it.</p> <p>Wayside Farm specifically is one of only a couple of dairy farms left locally and farmer Charlie Wray has worked tirelessly to make the farm a success. As well as holding regular open days he has, very successfully, introduced the sale of 'raw milk' which has proved extremely popular, not only in the village, but drawing in scores of people from surrounding areas. More recently he has also set up a farm shop which again is proving a great success. To lose this farm to a housing development would be a disaster.</p> <p>The other planned developments would also destroy our village, almost doubling it in size. The current public transport and roads would not support such an increase in the number of people and cars that would be on them. The roads are already extremely busy in and around the village during rush hour, when it takes at least an hour to get to Watford Hospital.</p> <p>Building on the green belt severely affects the wildlife which we are currently lucky to have, and will create an urban sprawl, effectively linking Kings Langley up with Apsley/Hemel Hempstead, this is unacceptable. We need to prevent neighbouring towns merging into one another and assist in safeguarding countryside from encroachment. Three farms clearly constitute encroachment on countryside!</p> <p>We need to keep Kings Langley as a village, not remove all the character from what is a village with significant medieval history.</p>
Include files	
Number	Question 46
ID	LPIO9308
Full Name	SIMONE ROLLO
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am just a resident who loves the village that I live in, I'm not great with big or fancy words but I'm horrified at the thought of my/our village where we have chosen to live is being considered to become a 'town' of thousands of houses to be built upon 'greenbelt' land so I have felt the need to write & oppose the proposal you have put forward.

	<p>I feel blessed to drive into the village & see the cows up in the fields in Wayside Farm & an 'Urbanisation ' of 2000 houses would be such an eyesore & would impact massively on the infrastructure of Kings Langley as you are properly witness to in the morning & afternoon when Kings Langley becomes gridlocked, another example of not coping is the massive development in Featherbed Lane, Hemel Hempstead where this is proof it's all too much & who is this down to?</p> <p>- Shendish is definitely not an option, this site interferes with the coeessance of settlements right through from Kings Langley & HemelHempstead with not enough access for anything.</p> <p>- Wayside Farm is definitely not an option as the Farm is a large part of the community & that large urbanisation would be an eyesore & infrastructures could not be contained.</p> <p>- Hill Farm is definitely not an option, the roads & school already is complete mayhem!</p> <p>- Rectory Farm would be the only consideration as only a small site allowing families or a few older generations to downsize.</p>
Include files	
Number	Question 46
ID	LP109311
Full Name	MRS JADE PODGER
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 the following objections to the proposed development in Tring.</p> <ol style="list-style-type: none"> 1 Previously overwhelmingly rejected 2 Loss of the green corridor into Tring Town 3 Ridiculous plan to put Industrial units so near the town when the high street cannot cope with present traffic volume and added pollution. 4 Why the need for another supermarket and petrol station when there is already one of each. 5 There are no plans to enlarge on the present infrastructure which will be woefully inadequate for any such plans, especially Doctors Surgeries, Dental Surgeries, Hospitals, Schools and Policing. 6 Loss of valuable farmland, green belt, wildlife sites, and some of the most beautiful countryside which attracts a lot of tourism, cycling events and walkers.

	7. Tring is an important historic market town soon to become a concrete jungle and nothing more than another suburb in an urban sprawl.
Include files	
Number	Question 46
ID	LPIO9312
Full Name	S PODGER
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 the following objections to the proposed development in Tring.</p> <ol style="list-style-type: none"> 1 previously overwhelmingly rejected 2 Loss of the green corridor into Tring Town <p>3.Ridiculous plan to put Industrial units so near the town when the high street cannot cope with present traffic volume and added pollution.</p> <ol style="list-style-type: none"> 1 Why the need for another supermarket and petrol station when there is already one of each. 2 There are no plans to enlarge on the present infrastructure which will be woefully inadequate for any such plans. especially Doctors Surgeries, Dental Surgeries, Hospitals, Schools and Policing. 3 Loss of valuable farmland, green belt, wildlife sites, and some of the most beautiful countryside which attracts a lot of tourism , cycling events and walkers. <p>7. Tring is an important historic market town soon to become a concrete jungle and nothing more than another suburb in an urban sprawl.</p>
Include files	
Number	Question 46
ID	LPIO9313
Full Name	HELEN KANE
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 the following objections to the proposed development in Tring.</p> <ol style="list-style-type: none"> 1 previously overwhelmingly rejected 2 Loss of the green corridor into Tring Town

	<p>3 Ridiculous plan to put Industrial units so near the town when the high street cannot cope with present traffic volume and added pollution.</p> <p>4 Why the need for another supermarket and petrol station when there is already one of each.</p> <p>5 There are no plans to enlarge on the present infrastructure which will be woefully inadequate for any such plans. especially Doctors Surgeries, Dental Surgeries, Hospitals, Schools and Policing.</p> <p>6 Loss of valuable farmland, green belt, wildlife sites, and some of the most beautiful countryside which attracts a lot of tourism , cycling events and walkers.</p> <p>7. Tring is an important historic market town soon to become a concrete jungle and nothing more than another suburb in an urban sprawl.</p>
Include files	
Number	Question 46
ID	LPIO9315
Full Name	RICHARD HACKETT
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Basically I want to day that Berkhamsted, being a town situated in a valley is really a poor choice for largescale development.</p> <p>There has been a lot of developments in Berkhamsted and many speculative builders have made a great deal of money. There has been comparatively little investment by the Dacorum Council in the infrastructure. There are simply not enough roads, doctors or schools in the area to sustain additional growth.</p> <p>So on question 40 in the Consultation I vote for 1B</p>
Include files	
Number	Question 46
ID	LPIO9316
Full Name	SARAH MORGAN
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Kings Langley does not have the proper roads, or parking for major housing development.

	<p>Until the care home on high street is finished. We can't support any further building. From the one current development we have a constant road blockage of heavy trucks on either Vicarage Lane or Langley Hill. These trucks cause chaos regularly drive on pavement and block cars. Large developments would need even more trucks and cause further damage.</p> <p>This village is a healthy size current but the proposed developments are too much and too fast even though it is proposed building in stages. Development over a five year period will cause total disruption and chaos.</p>
Include files	
Number	Question 46
ID	LPIO9317
Full Name	MRS DEBBIE BLUNDELL
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'm writing to object against the plans to build on greenbelt within the Bovingdon village.</p> <p>Firstly we are a village. We want to remain a village. If these plans go ahead we will lose the character of our village. We will become a small town. As it is we have one B road leading to our village.</p> <p>Secondly there is no infrastructure to support the new build. We already have a primary school oversubscribed and also have no secondary school.</p> <p>Thirdly we already have parking issues in the village and recently serious flooding.</p> <p>Brownfield sites should be used not greenbelt.</p> <p>We are already taking our fair share of development with Molyneux avenue and Hyde Meadows.</p> <p>What's the point of having green belt ?</p> <p>As you can see there are so many reasons why Bovingdon village is not suitable for this development.</p> <p>I hope these points are given some thought with the serious cost implications if it went ahead.</p>
Include files	
Number	Question 46
ID	LPIO9318
Full Name	CLAIRE CARPENTIER
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 email is to register my objection to the whole, badly thought out plan. Kings Langley does not have the infrastructure (come have a look at 8.30am NOW) We need more homes but some manageable roads, schools, doctors first please!!</p> <p>1A in the proposal would be the lesser of the evils BUT REALLY?????</p>
Include files	
Number	Question 46
ID	LP109319
Full Name	Steven 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 strongly oppose the inclusion of Site reference Tr-h4 {Land at Cow Lane/Station Road Tring} in the schedule of potential development sites.</p> <p>To build on these meadows would destroy this local landscape. This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LP109320
Full Name	Natalie Halliwell-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 strongly oppose the inclusion of Site reference Tr-h1 {Land to the north of Station Road Tring} in the schedule of potential development sites.</p> <p>To build on these meadows would destroy this local landscape. This green, operational pastureland grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses in a small market town character that Tring possesses. It would cause irreparable damage to the community</p>
Include files	
Number	Question 46
ID	LP109321
Full Name	Natalie Halliwell-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 strongly oppose the inclusion of Site reference Tr-h4 {Land at Cow Lane/Station Road Tring} in the schedule of potential development sites.</p> <p>To build on these meadows would destroy this local landscape. This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LP109322
Full Name	Natalie Halliwell-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 strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LPIO9323
Full Name	Steven 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 strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>This green, operational pastureland is the visible gateway to Tring from the A41, and grants the town its enduring reputation for being a rural and beautiful place to live. We should be proud of this feature and protect this land for all visitors and residents to enjoy.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destruct the picturesque and unique small market town character that Tring possesses. It would cause irreparable damage to the community.</p>
Include files	
Number	Question 46
ID	LPIO9324
Full Name	DEBORAH NOONE

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am a Kings Langley resident having recently moved to Shendish. I STRONGLY OPPOSE to any building development on any land with Green Belt status either in Kings Langley or on the Shendish estate. It would be inappropriate development and harmful to a Green Belt area which originally was put in place to prevent coalescence.
Include files	
Number	Question 46
ID	LPIO9325
Full Name	DEBORAH NOONE
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Firstly, I would like to point out that I believe that Shendish has been incorrectly zoned in the consultation as it definitely lies within the Parish boundary of Kings Langley and, therefore, should be included in the documentation for Kings Langley rather than Hemel Hempstead. Has this incorrect zoning distorted figures?</p> <p>Shendish Manor and its surrounding area is a conservation area, this includes Aspley Manor Farmhouse and nearby converted barns and cottages. Most of the buildings are listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 'as amended for its special architectural or historic interest'. The remaining properties are held within a curtilage due to their proximity to these listed buildings.</p> <p>Many planning applications to build on the surrounding land at Shendish, including minor works or extensions to existing properties, have been put forward to Dacorum Borough Council over the years. All applications have always been refused on grounds of breaching the Green Belt and such reasons as it is a heritage site, the access road is inadequate, loss of protected trees, and buildings would obstruct the view from the opposite side of the Gade valley. This should still be the case as these are solid grounds for refusal otherwise there is a significant risk of merging Kings Langley and Shendish with Aspley and Hemel Hempstead.</p>

I feel we need to protect any Green Belt status land for the future generation. Building on the Shendish estate will lose the use of this land and the outdoor and recreational amenities it provides, including the popular 18 golf course which is used by many local golfers.

Furthermore, we also have woodlands here and many public footpaths that myself, local residents, families, rambles and dog walkers use and enjoy on a regular basis. Losing this land to development will reduce the amount of recreational land available in the area and locals will then have to travel, most probably by car, to find the same elsewhere.

Shendish Manor estate and its surrounding area is in a beautiful environment which must be preserved and protected. It has an extensive habitat of wildlife, flora and fauna. Unusual trees have been planted long ago as part of Kew Gardens arboretum overflow. In fact there is a mature Australian Eucalyptus tree at the bottom of my garden. Also, wild orchids are regularly sighted. Foxes, badgers, deer, bats and a large variety of bird life are often seen in the area. Shendish is a recognised place of local environmental importance so it is crucial that it is preserved and we protect our local wildlife and countryside.

Additionally, Shendish has several Rights of Way which are not mentioned in the Dacorum Local Plan which is misleading. Under the National Planning Policy Framework 2017 (NPPF) Rights of Way need to be protected. Also, there is evidence of some archaeological importance at Shendish and this should be protected too.

There is only one small narrow access road, with no footpath, up to Shendish via a single lane bridge, which is totally inadequate and already struggles to cope with the large volume of traffic from hotel guests, deliveries and local residents. Further, trying to manoeuvre out of Shendish Drive at the junction with London Road is very dangerous at any time of the day as cars park too near to the entrance so causing an obstruction. If the development went ahead it will considerably worsen the congestion on the London Road which is already grid-locked at peak times every day due to recent developments in nearby locations. There is definitely inadequate road infrastructure now and there is no room for improvement. It simply cannot sustain any more traffic by the proposed developments in Kings Langley and Shendish. Kings Langley high street would be a nightmare!

Aspley train station and associated parking is inadequate and would be unable to cope with any more commuters. The trains are already overcrowded at peak times, the platform overcrowded to the point of being dangerous and there is no provision for wheelchair users. More

	frequent trains, more trains stopping at Aspley and better access and parking would be required.
Include files	
Number	Question 46
ID	LPIO9326
Full Name	DEBORAH NOONE
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>New housing developments will put additional pressure on our already struggling local services, including schools, Watford General hospital, doctor surgeries, the fire service and police. They simply would not be able to cope!</p> <p>For all the reasons stated above, and there are many more, I as a Shendish resident, strongly oppose the Shendish and Kings Langley planning proposal.</p>
Include files	
Number	Question 46
ID	LPIO9330
Full Name	SOPHIE FLOOD
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 object to the planned proposals in Kings Langley. I feel that the building on the proposed land, will first damage the landscape of the village, destroy the feeling, and ruin and eliminate a habitat for all the animals that live there.</p> <p>I have been a resident in the village for three years, and as it is I have seen a huge increase in traffic here. If the development happens, this will increase traffic immensely and I believe the infrastructure will not be able to handle it. On a side note, the development will increase the inhabitants of the village, and will make the already crowded trains become unbearable!</p> <p>I also currently have to wait for doctors and dentist appointments, and this will just add to the waiting time.</p>

Include files	
Number	Question 46
ID	LPIO9331
Full Name	SOPHIE FLOOD
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I also believe that Shendish manor is unsuitable for a housing development as I believe it is part of kings Langley, even though it has a Hemel postcode. This development, would cause similar issues as outlined above.
Include files	
Number	Question 46
ID	LPIO9334
Full Name	MR AND MRS EDWARD AND ANGELA STURMER
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>2) Most of the proposed sites, to the north of Tring, would unacceptably increase the traffic to and from the A41 down Grove Road, Cow Lane, Station Road and Icknield Way, none of them even dual carriageway.</p> <p><u>Therefore the best choice from the proposed sites would be Tr-h5 with access to the A41 roundabout.</u></p> <p>But why not consider acquiring the land available to the South, nearer the A41 and between the town and the A41?</p>
Include files	
Number	Question 46
ID	LPIO9339
Full Name	HEATHER AND JOHN PICKARD
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'm writing this to make our objections known as to the proposed plans to our town.</p> <p>Resources are already under threat and these proposals would place even more pressure on the already stretched infrastructure.</p> <p>Please do not allow these ill conceived plans on the green belt to take place.</p>
Include files	
Number	Question 46
ID	LP109340
Full Name	PETER RHODES
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 feel I must email to voice my concerns over the proposed developments in and around Kings Langley.</p> <p>Our village is already suffering from over development in the surrounding areas with roads clogging up, schools overcrowded and hospitals / dentists unable to cope.</p> <p>Our village would be unable to sustain the amount of new houses proposed and I urge you to reconsider and move for the very least amount of new builds possible...</p> <p>Kings Langley is a village and should remain a village.</p> <p>The future of our village remains under threat so please do not build these houses in our village. Please do not destroy the countryside around here and please do not destroy one of the only working dairy farms in Hertfordshire.</p>
Include files	
Number	Question 46
ID	LP109342
Full Name	Mrs Bea Luffrum
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 is vital that access to this field is removed from Gade Valley Close which leads onto Rectory Lane. Currently Rectory Lane is very busy 7.00 am to 9.30 am and again</p>

	<p>4.30 to 7 pm. Rectory Lane is also used for parking for people visiting the village and extra traffic on this road will cause accidents. Since living in this road I have seen collisions between cars and near misses with pedestrians.</p> <p>Please ensure that housing access to Rectory Farm is from the Hempstead Road and not from Gade Valley Close.</p>
Include files	
Number	Question 46
ID	LPIO9343
Full Name	Mr Brian Hunt
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 would like to place on record our views on the proposed extra housing development in Berkhamsted.</p> <p>Our concern is based on the extra traffic that will be generated by the new schemes and the resulting pollution and congestion. Berkhamsted is uniquely unsuited to this scale of development, being situated in a valley with access to supermarkets, doctors surgeries and transport links all running through the High Street. Unlike other towns in Dacorum, the railway station is also situated within the town generating high levels of traffic which will increase dramatically should this plan go ahead.</p> <p>Specifically, we would like to comment on the huge development planned to the south of the Hall Park estate. We understand that access to this would be via Swing Gate Lane which is already congested with parents taking children to and from the two schools on that road. The junction with Woodlands Avenue is also used by children attending Ashlyns School.</p>
Include files	
Number	Question 46
ID	LPIO9344
Full Name	Mr Brian Hunt
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	In conclusion we would chose option 1B which limits building to the 600 houses already planned.
Include files	
Number	Question 46
ID	LPIO9346
Full Name	DEBORAH CRACKNELL
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 emailing in regard to the proposed new housing development in Berkhamsted, especially the 'South Berkhamsted project'.</p> <p>The town is in a steep sided valley which restricts movement for cars. A large new development will inevitably mean many more commuters trying to drive to and from the station and of course large increases in traffic at school dropping off and picking up times. Because of the very steep hills and the distance from the centre of town, car use is inevitable, cycling and to some extent walking would be unpopular and difficult. The town is full! Any large development would be out of character with a market town like Berkhamsted, and also Berkhamsted has already built more houses than the set target.</p> <p>Please do not let developers spoil our town.</p>
Include files	
Number	Question 46
ID	LPIO9347
Full Name	TONY 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>I wish to object in the strongest possible terms to the proposal in the Draft Housing Plan to build more than the 90 houses already scheduled in Bovingdon.</p> <p>The reason for this objection is that the proposed developments are on green belt land , the village's infrastructure is already overwhelmed before any such additional development and any further development will be detrimental to our rural 'village' style way of life.</p>
Include files	

Number	Question 46
ID	LPIO9349
Full Name	Donna Edwards
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 note my extreme concerns to the consultation on the proposed plans for housing within Kings Langley.</p> <p>Whilst I appreciate the need for more housing, the sites under consideration (in particular the proposal for 900 homes at Shendish Manor) are not suitable sites for development.</p> <p>My main concerns, which are objections to these proposals, are as follows:</p> <ul style="list-style-type: none"> - coalescence, the character of the village of Kings Langley will be completely lost as Hemel Hempstead expands to join Watford - access, Rucklers Lane is already gridlocked most mornings and evenings - Access for 900 dwellings, and in all reality double the amount of cars, would render any access impossible. The proposed access points are not suitable for the proposed developments. There are other proposals with more appropriate infrastructure in this respect. - the village struggles to deal with current traffic volumes and I cannot see therefore how this level of development could be reasonably accommodated. - these developments are not sustainable and there are no guarantees that appropriate and timely infrastructure will support the proposals, placing further burdens on the village. As I understand it, the Community Infrastructure Levy is unlikely to cover the required infrastructure costs. Total infrastructure costs should be levied on developers, developing with these costs being covered will add further financial pressures to already stretched council resources - rail services out of Kings Langley are already over subscribed as are doctors surgeries
Include files	
Number	Question 46
ID	LPIO9350
Full Name	KENNETH NEWELL
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Tring Issues</p> <p>I understand that Tring must develop because that is what needs to happen in a dynamic environment, but the Tring Town Council has already earmarked land for future expansion as part of the existing local plan. These current proposals, most particularly Tr-h1 and Tr-h5 are completely outside the existing town map and would, if allowed, represent gross overdevelopment of the area and completely change the nature of Tring, which is a small market town.</p> <p>I therefore object to the entirety of these proposals because they are far too large in scale, represent urban sprawl, would lead to traffic congestion, loss of valuable farmland, and impact directly on the Green Belt and adjacent Chilterns Area of Outstanding Natural beauty.</p>
Include files	
Number	Question 46
ID	LPIO9357
Full Name	Donna Edwards
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>These proposals are not thought through and the sites inappropriate.</p> <p>I object to all of these proposals.</p>
Include files	
Number	Question 46
ID	LPIO9359
Full Name	Fran and Michael Morris
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We write regarding the proposals to develop four Green Belt sites in Kings Langley. Whilst we absolutely see the

	<p>need for new homes in our area, our major, and perhaps selfish concern is that the current infrastructure will be unable to cope with development on this scale. As you can see, we live in Vicarage Lane, a road under such intense pressure currently, that we cannot imagine any more traffic making its way to both new homes and the Secondary School in Love Lane. Ours is a single track road which carries an enormous amount of cars, lorries and buses causing friction and angst, not to mention the damage to vehicles and our front gardens. There are regular angry scenes on a daily basis caused by parents delivering their children to school and enormous vehicles grinding their way, often unsuccessfully, up and down. We are pleading for action as you will see from the local press although understandably, interested parties who live in surrounding roads, are anxious for their own peace and safety. We completely understand their perspective, as we also recognise the need for local businesses in the villages beyond ours to function.</p> <p>If the plans are to proceed, there must be serious consideration given to resolving the current traffic issues.</p>
Include files	
Number	Question 46
ID	LP109364
Full Name	Mrs Susan Newell
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 objections are in two parts. Firstly, I object to the general principle of vastly increasing housing throughout the Borough, and secondly, I object specifically to the proposals relating to Tring where I live.</p> <p>Tring Issues</p> <p>I understand that Tring must develop because that is what needs to happen in a dynamic environment, but the Tring Town Council has already earmarked land for future expansion as part of the existing local plan. These current proposals, most particularly Tr-h1 and Tr-h5 are completely outside the existing town map and would, if allowed, represent gross overdevelopment of the area and completely change the nature of Tring, which is a small market town.</p> <p>I therefore object to the entirety of these proposals because they are far too large in scale, represent urban sprawl, would lead to traffic congestion, loss of valuable farmland, and impact directly on the Green Belt and adjacent Chilterns Area of Outstanding Natural beauty.</p>
Include files	
Number	Question 46

ID	LPIO9365
Full Name	Martin Podger
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 the following objections to the proposed development in Tring.</p> <ol style="list-style-type: none"> 1 Previously overwhelmingly rejected 2 Loss of the green corridor into Tring Town 3 Ridiculous plan to put Industrial units so near the town when the high street cannot cope with present traffic volume and added pollution. 4 Why the need for another supermarket and petrol station when there is already one of each. 5 There are no plans to enlarge on the present infrastructure which will be woefully inadequate for any such plans, especially Doctors Surgeries, Dental Surgeries, Hospitals, Schools and Policing. 6 Loss of valuable farmland, green belt, wildlife sites, and some of the most beautiful countryside which attracts a lot of tourism, cycling events and walkers. 7. Tring is an important historic market town soon to become a concrete jungle and nothing more than another suburb in an urban sprawl.
Include files	
Number	Question 46
ID	LPIO9366
Full Name	Robin March
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 understand that 1600 more dwellings are planned for Berkhamsted in addition to the 600 that are already planned, not forgetting the 628 that have already been built. Any sane thinking authority would not even consider this application and dismiss it out-of-hand. As residents of Berkhamsted since 1977, my wife and I have watched Berkhamsted expand to the state it is now where it is virtually coming apart at the seams. If this scheme were to go ahead, it would put unbearable loads on the already strained infrastructure. The people that would approve such a scheme and indeed the builders would not care because it is patently obvious that they do not live in Berkhamsted otherwise it wouldn't even get to the local planning stage. Furthermore, they would</p>

	<p>not be subjected to the nausea of trying to get appointments at the local Doctors and Dentists, finding placings for children in local schools, trying to find parking spaces etc. If this were to go ahead it would destroy the quality of Berkhamsted which is as you no doubt know an historic market town going back to the time of the Magna Carta. As stated, the authorities and construction companies that are for this plan I very much doubt are residents or are even connected to Berkhamsted so consequently are not concerned whether the town becomes even more overcrowded than it already is and it's character and standing destroyed.</p> <p>Berkhamsted has taken more development of late. 10 years of houses built in 5 and sensibly cannot take anymore.</p> <p>I sincerely hope that the plan will be rejected</p>
Include files	
Number	Question 46
ID	LPIO9367
Full Name	Mr Ian Kane
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 the following objections to the proposed development in Tring.</p> <ol style="list-style-type: none"> 1 previously overwhelmingly rejected 2 Loss of the green corridor into Tring Town 3 Ridiculous plan to put Industrial units so near the town when the high street cannot cope with present traffic volume and added pollution. 4 Why the need for another supermarket and petrol station when there is already one of each. 5 There are no plans to enlarge on the present infrastructure which will be woefully inadequate for any such plans. especially Doctors Surgeries, Dental Surgeries, Hospitals, Schools and Policing. 6 Loss of valuable farmland, green belt, wildlife sites, and some of the most beautiful countryside which attracts a lot of tourism , cycling events and walkers. 7. Tring is an important historic market town soon to become a concrete jungle and nothing more than another suburb in an urban sprawl.
Include files	
Number	Question 46
ID	LPIO9368
Full Name	Mr Roy Podger
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 the following objections to the proposed development in Tring.</p> <ol style="list-style-type: none"> 1 previously overwhelmingly rejected 2 Loss of the green corridor into Tring Town 3 Ridiculous plan to put Industrial units so near the town when the high street cannot cope with present traffic volume and added pollution. 4 Why the need for another supermarket and petrol station when there is already one of each. 5 There are no plans to enlarge on the present infrastructure which will be woefully inadequate for any such plans. especially Doctors Surgeries, Dental Surgeries, Hospitals, Schools and Policing. 6 Loss of valuable farmland, green belt, wildlife sites, and some of the most beautiful countryside which attracts a lot of tourism , cycling events and walkers. 7. Tring is an important historic market town soon to become a concrete jungle and nothing more than another suburb in an urban sprawl.
Include files	
Number	Question 46
ID	LPIO9370
Full Name	Mrs Pauline 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>Question 46 – Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note that accompanies it?</p> <p>Answer: Yes</p> <p>I strongly oppose the inclusion of Site reference Tr-h5 {Land at Dunsley Farm Tring} in the schedule of potential development sites.</p> <p>The ninety-two acre site forms a much-admired green corridor into the Town Centre. This farmland countryside is extremely attractive bordered to the South and East by the Chilterns Area of Outstanding Natural Beauty. To build on these meadows would destroy this local landscape.</p> <p>To build houses, industrial units, warehouses, a large supermarket and petrol filling station on this site would destroy the picturesque and unique small market town</p>

	character of Tring and cause irreparable damage to the community.
Include files	
Number	Question 46
ID	LPIO9371
Full Name	Mrs Patricia O'Byrne
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 proposed development would significantly alter the market town character of Tring, with particular reference to:</p> <ul style="list-style-type: none"> Lack of infrastructure Shortage of school places Loss of green belt land Impact on the High Street which is already often at a standstill Tesco and M&S already provided sufficient supermarket provision <p>Please register my opposition to the proposal.</p>
Include files	
Number	Question 46
ID	LPIO9372
Full Name	Mr Michael Doyle
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 strongly opposed to the scale of the development proposed for TRING. This would totally change the character of the historic market town of Tring which is set at the foot of the Chilterns surrounded by Green Belt and Areas of Outstanding Natural Beauty.</p> <p>There are no plans for infrastructure to cope with the increased population which would be extremely difficult and expensive .in a town like Tring.</p> <p>Th impact on schools, doctors, parking and the High Street itself has not been addressed.</p> <p>Tr-h1 Station Road and Cow Lane are now highly congested at rush hours and the station car park is full by 9am. Cars are already parking all day in nearby lay-bys.</p>

	Tr-h5 Land at Dunsley Farm is adjacent to Chilterns AONB and Green Belt. It has been overwhelmingly rejected in the past, and would result in the loss of valuable farmland and the green corridor into the town. I hop you will take note of my objections.
Include files	
Number	Question 46
ID	LPIO9378
Full Name	Mr Brian Connor
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I trust that following consultation, the principles of controlled development, focused on existing towns and brownfield sites, will be adhered to.
Include files	
Number	Question 46
ID	LPIO9380
Full Name	Mr Brian Connor
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 comment as part of the consultation on the proposed new Local Plan, and object in the strongest possible terms, to the potential development proposed for greenbelt land in Kings Langley.</p> <p>My comments on, and therefore objections to, greenbelt development in Kings Langley (in particular the land at Wayside Farm - site KL-h3) are as follows:</p> <ul style="list-style-type: none"> - The scale of development would result in a coalescence of settlements, and not be in keeping with the hierarchy of settlements - The land at Wayside Farm (site KL-h3) forms an important separation of the village from the M25 and A41 - The village character would be completely destroyed by the scale of the potential development. The Plan suggests that the site is on the 'settlement edge'. This is misleading, as the scale would affect the distinctive nature of the village

	- The development is not sustainable. There is insufficient infrastructure, and the local road network is already at capacity. Watford Road from the village to the M25/A41 junction experiences heavy traffic congestion during the day. Any more would be dangerous
Include files	
Number	Question 46
ID	LPIO9381
Full Name	Mr Brian Connor
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 comment as part of the consultation on the proposed new Local Plan, and object in the strongest possible terms, to the potential development proposed for greenbelt land in Kings Langley.</p> <p>I am a resident of Kings Langley, having specifically located there 7 years ago, due to the particular village character, to raise our family.</p> <p>- Wayside Farm provides an extremely important function for the village, including</p> <ul style="list-style-type: none"> - Rights of way for many walkers - Home to one of only two jersey cow herds in Hertfordshire, and supplying fresh raw milk for sale - Educational visits for local children <p>- The site has historic, archaeological interest, and flood plain considerations</p> <p>- The Plan suggests that the Wayside Farm site could be used for commercial offices, due to its proximity to the railway station and the M25. This is entirely inappropriate, as evidenced by the fact that an empty office building between the site, the railway station, and the M25 has recently been converted to residential flats. There is plenty of vacant office space in the borough, which indicates that demand does not exist. The comment in the Plan, that the site is 'already occupied by farm buildings' is very misleading. The buildings consist of a few small farmhouse and cowshed buildings, entirely in keeping with the environment</p> <p>- ANY development on Wayside Farm would create an unacceptable risk of uncontrolled further development, and should therefore be resisted</p> <p>- The strength of feeling within the village against the potential greenbelt development was demonstrated by approximately 800 people attending a recent extraordinary parish council meeting</p>
Include files	

Number	Question 46
ID	LPIO9384
Full Name	Mr Grant Irwin
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 resident and home owner living in Kings Langley for almost 25 years I feel the need to write an email voicing my objections to the recent planning proposals for our village.</p> <p>The current proposals to double the number of houses will destroy Kings Langley, turning our village into yet another sprawling town that blends into neighbouring communities like Aspley. As a village, Kings Langley has existed for approximately 1,000 which is an incredible achievement in itself when we consider the huge amount of change the town has experience during that time. Despite some major historical events, including two world wars, I believe the village is now facing possibly its biggest challenge and that simply is to remain a village and preserve the very nature, character and ambiance that has helped forge the community spirit that currently exists.</p> <p>We do however, have a housing problem in the UK and as a resident, I recognise that we need to change with the times and adapt to the social needs of those around us. We do however, need to do this in a controlled manner otherwise the community that has developed and evolved for hundreds of years will be lost in one stroke of the pen controlled by the planning department.</p> <p>Can I therefore turned my attention to one of the proposals and raise my specific objection linked to the development on the land next to Shandish Manner.</p> <p>Can I comment as follows:</p> <p>In my opinion, the land surrounding Shandish Manner is home to some of the best Green Belt in the Borough of Decorum. Local residents are able to enjoy the benefits of the countryside which blends into the listed stately building of the Manner itself. Recent planning permission has already eroded a large part of the surrounding green belt and like a melting ice berg being destroyed by global warming, this country environment without your protection will soon be swallowed up by developers and lost for ever</p> <ul style="list-style-type: none"> • The explosion in population, fuelled by recent housing developments in the area, has already created significant traffic problems. Rucklers Lane in particular is a major bottleneck and this

	<p>continues to create problems even before planning permission is granted to create a further 900 homes. The proposal to use the land next to Lady Meadow as an entry point is simply ludicrous as this will only grind the current traffic problems in Rucklers Lane to a standstill. With no solution in place to accommodate the current traffic problems, this will turn local residents life in to a living nightmare</p> <ul style="list-style-type: none"> • Parking is also a major concern with new residents failing to find suitable space to park their vehicles safely. This is evident across the road from The Old Red Lion Pub as new housing developments have failed to make adequate provision for new residents • Apsley and Kings Langley train stations are already over stretched with London Midland failing to cope and provide an adequate service for the current community needs. Doubling the population will need a similar step change to the public transport infrastructure • Local schools and hospitals will also suffer, but I suspect that the cost of extending crucial community services can be priced into any new planning proposal <p>To conclude, listed buildings are protected from reckless planning decisions that puts the needs of developers and profit before the greater good of the community. I believe some of our heritage sites like Shandish Manner are also able to gain this protection. Similarly, Kings Langley as a town needs your protection otherwise, otherwise just like an antient Oak tree that can be chopped down in a matter of minutes, our village will be lost for ever.</p> <p>Please rethink this planning proposal, before it's too late.</p>
Include files	
Number	Question 46
ID	LPIO9386
Full Name	Miss Sophie 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 am writing regarding the proposal of hundreds/thousands of new homes within Kings Langley. One of these proposed sites is on Hill Farm, where I live!</p> <p>There are a several points I'd like to express which are of concern to myself and other Kings Langley residents;</p>

- 1 A) Kings Langley High Street has already become over-loaded with extensive traffic hold-ups at several times of the day. I am a student that must travel to West Herts College in Watford, it has often taken me up to two hours to travel from Kings Langley High Street to Hunton Bridge, and therefore, I have occasionally arrived late.
- 2 B) On Hill Farm (which is where I live), there is a large amount of wildlife which reside, these animals include; muntjac, bats, foxes, deer, and many birds. Building on this Green Belt land would essentially ruin these innocent animal's habitats and lives.
- 3 C) In addition, we have grazing rights for part of the field on Hill Farm (one of the proposed sites) for our goats to live and graze there. By developing on this land, they would lose their home along with other wildlife.
- 4 D) The three roads leading to the High Street from the Chipperfield side of the village (Vicarage Road, Common Lane and Langley Hill) are narrow and heavily congested at many times of the day. The roads simply couldn't cope with any more traffic.
- 5 E) Loss of Green Belt land and open spaces, would be a tragedy for wildlife and the character of Kings Langley.
- 6 F) It is often now difficult to join the High Street from the village side roads because of traffic density. Any further development could bring traffic movement to a standstill at busy times. This in turn will cause air pollution problems.
- 7 G) I feel strongly that Brownfield Sites and the many empty houses that are already vacant, should be used first which would be voting for plan 1A.
- 8 H) It would change the character of the traditional village completely and would end up as part of Hemel Hempstead town, with the hustle and bustle.
- 9 I) Doctors surgery's and Primary/secondary schools within Kings Langley are already at maximum capacity and therefore the village wouldn't be able to manage more residents.
- 0 J) By building concrete on vast areas of Green Belt land, there would be a huge drainage problem, as the soil helps to absorb rain water. If we built on this Green Belt land, flooding would occur.
- 1 K) The residents of Kings Langley have spent a lot of money in purchasing their homes. A massive reason why they chose this location is because of the beautiful landscapes and the quiet, traditional village.
- 2 L) Due to our extremely narrow driveway on Hill Farm, ambulances and other large vehicles simply wouldn't be able to reach someone quickly or easily in an emergency, I honestly don't know how fire engines would be able access this particular site at Hill Farm.
- 3 M) From 8:15 to 9:00 and 15:15 to 16:00, Love Lane is horrendous to drive through, due to parents picking and dropping off their children, to and from Kings Langley Secondary School, and the primary school on Common Lane. By adding new houses

	<p>on Hill Farm, the roads would be even more chaotic.</p> <p>I hope these points of concern will be considered, I understand myself and many of the residents in Kings Langley feel incredibly passionate about our village being ruined.</p>
Include files	
Number	Question 46
ID	LPIO9387
Full Name	Jo 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>As a resident of Kings Langley I wish to state my objection to the proposed building on greenbelt land around my village.</p> <p>The proposed plans will change Kings Langley from a traditional village and join it with Hemel Hempstead - turning it into a town. Wayside farm is one of only a handful of dairy farms. It would be terrible to lose this unique farm , which is a working farm and provides much to the community.</p> <p>There are few villages like Kings Langley and we must keep it special.</p> <p>Greenbelt should not be built on at any cost.</p>
Include files	
Number	Question 46
ID	LPIO9389
Full Name	Ruth Dunford
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 object to the proposed development of greenbelt land in Kings Langley, including Shendish. The development will have a catastrophic effect on our village and community. My eight-year-old son cried when he heard that the council are planning to allow 900 houses to be built close to our home in Shendish.</p> <p>Plans have not been properly thought through and there is simply not the infrastructure to support this level of housing. I urge the council members who will ultimately</p>

	<p>take responsibility for this decision, to consider the gravity and impact of what is being proposed.</p> <p>There are not enough schools -even including the proposed school in Shendish - hospitals, roads (to name but a few examples), to sustain the massively increased population that would be the result of this development. As far as Shendish is concerned, the traffic going through this small enclave of beautiful countryside, will destroy the area as we know it. Simply put it will cease to exist and will be swallowed up by a modern housing estate and by countless vehicles going to and from it. There is currently only one way up to Shendish by car. Even if another road was built, the access would still be heavily strained, given the proposed number of dwellings, not to mention the school traffic. The whole plan is frankly madness and storing up all sorts of problems for the future.</p> <p>Rather than allowing more urban sprawl please preserve what little green spaces are left, for the benefit of future generations. Please do not allow this development to go ahead.</p>
Include files	
Number	Question 46
ID	LPIO9390
Full Name	Oi-Lin Lau
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 give my input and views over the plans for building new houses across Dacorum.</p> <p>Overall I have huge concern with the proposed development for the following reasons:</p> <p>-It will change the character of the town that extra development brings - even if you build in the available countryside, once gone, it can then never be reclaimed and which will have been taken from future generations forever.</p> <p>-From a practical perspective, there is only one high street and one town centre and this simply could not cope with the types of figures that you are potentially suggesting. I have lived in many parts of the UK and I don't think I have ever seen a town with less capacity of dealing with more cars and traffic and to think that some kind of bus infrastructure will solve this problem is extremely naive.</p>

-There is already a thriving local economy in Berkhamsted but the level of extra investment in business which would be required to sustain the additional houses/residents would not realistically happen. I believe the proposed extra housing will have a detrimental impact to a current thriving economy where there will simply not be enough supply versus demand and will therefore make day to day living for residents harder.

-Being a mother of 2 young children, the implication of the proposal that I struggle most with is the impact on schools. Looking at it from an objective point of view for all parents, I cannot see the feasibility of building the number of houses proposed. Even in the proposal it's referenced that Ashlyns would need to expand but has limited ability to do so, which would appear to be setting something up to fail and a child's education is arguably one of the most critical foundations of one's development. Putting on a very objective and logical lens, this must clearly immediately rule out any plans to build the number of houses proposed in Berkhamsted that would push Ashlyns beyond its potential capacity. To move ahead with planning a situation where this could occur would be negligent and would negatively jeopardise children's education opportunities and ultimately their lives later. To reiterate, a child's education is so important and to take a decision that negatively influences and impacts this is simply wrong.

I believe that dividing the quota throughout all of Dacorum would seem a more sensible and fairer approach as it would not push any particular town past breaking point / town capacity.

Perhaps the most positive and sensible approach would be to concentrate development in Hemel. Within the current Dacorum borough, there is simply no chance that large scale development will improve thriving towns like Berkhamsted or Tring (nor some of the smaller villages) which at best will lose a great deal of what makes them work well today in every regard and it is completely disingenuous to suggest otherwise.

However, carefully thought out planning that could improve services and amenities in Hemel alongside the residential expansion could genuinely have a positive impact on the town, community and economy. I would therefore suggest Hemel could take a larger proportion of the suggested new houses to facilitate an opportunity to enhance Hemel as a place to both live and visit.

To conclude, I am not against the building of new houses. Looking at this very objectively for all the reasons stated above, I genuinely believe, beyond just a negative impact on the town, Berkhamsted would

	<p>simply not be able to cope and that the plans in this regard are shortsighted and flawed.</p> <p>Wherever it is decided to build and whatever the spread I strongly hope that each person making the decision takes the time to take a detailed walk in the shoes of the people whose lives will be impacted and to take the responsibility with a heavy heart before they destroy the countryside that makes this area so beautiful and irreversibly change the character of the towns which make it such a great place to live, for the sake of meeting an arbitrary target handed down, which will no doubt change later - by then it will be too late</p>
Include files	
Number	Question 46
ID	LP109392
Full Name	Mark Miles
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 objection to the proposed Ivy House Lane development on the basis of:</p> <ol style="list-style-type: none"> 1 Its proximity to Chilterns AONB. 2 A strong countryside/Green Belt boundary would be breached. 3 The impact on valley sides and important dry valley location. <p>In addition; I would like to make the following points:</p> <ul style="list-style-type: none"> • Facilities and services are not accessible • Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely • The area is only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries • Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points • Access is single track road with pinch points that cannot be widened leading into narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous junction. • Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly

	<p>during the day, or along to New Road, entering the town via single lane bridges.</p> <ul style="list-style-type: none"> • Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage • No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children • Poor accessibility to schools and all other facilities <p>Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.</p>
Include files	
Number	Question 46
ID	LPIO9393
Full Name	Mark Miles
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	In my view the Consultation process appears to be ignoring the views of residents and there is minimal visible evidence in Berkhamsted to deliver improvements relating to overcapacity on roads, water supply, reducing travel distances to nearest hospital, waiting times for doctors, school places, parking congestion and safety.
Include files	
Number	Question 46
ID	LPIO9395
Full Name	NICKY SPIERS
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Yes – but this does not include the Shendish (HH-h3) site which has been incorrectly classified as Hemel Hempstead</p> <p>I choose this option because it can protect Kings Langley and the other 'large villages' whilst delivering a substantial level of housing growth over the plan period. I am particularly concerned that Kings Langley is not subjected to unsustainable growth. If this was the case,</p>

the village would lose its essential character, its coherence as a community and its visual amenity. Additionally, any significant level of development would involve the village expanding and coalescing with Watford to the south and with Hemel Hempstead to the north. The whole purpose of the Green Belt is to avoid this. Finally, any significant increase in either housing or commercial development will aggravate the existing burden on a number of important roads which already come to a standstill at peak times. Apart from traffic which accesses the A41 near Apsley, all traffic heading for the M25, Kings Langley Rail Station or Watford is funneled through Kings Langley. To add a further significant number of vehicles to Kings Langley High Street (already gridlocked at peak times) will further aggravate congestion thereon and increase the dangerous traffic on feeder roads and "back doubles". Furthermore a significant increase of traffic coming along the A4251 will increase traffic loads on Junction 20 of the M25 (which is already heavily congested largely because of those commuting down the A41 from areas around Aylesbury, with lengthy queues of up to a mile at peak times being common). I accept that undertakings have been made that will see "infrastructure" being developed to cater for increased traffic loads but past experience does not suggest it will be delivered (we are already experiencing unacceptable delays through Kings Langley). I also fail to see how any roads can be built that can solve the problem given the shape of the village and the inability to address existing transport and related safety issues, such as the Vicarage Lane problem (narrow lane, cars parked on one side, not enough room for two cars to pass). This would be a significant issue, if for example, the Hill Farm development were to go ahead.

Of course, infrastructure must also include rail transport and trains passing through Kings Langley Station have been packed for a number of years now without any solution being offered. The car park is similarly overcrowded. I have little confidence in a solution being offered which will satisfy existing needs let alone those occasioned by any significant increase in the suggested planned housing expansions. Other social infrastructure elements (schools and doctors surgeries in particular) would also be put under intolerable pressures given that they are overworked already.

Transport infrastructure and linked assessments should be completed before proposed areas for development are published and should be available for public comment as part of this process, not later once areas are finalised.

I note also that there are plans to increase business space (particularly at the expense of Wayside Farm). It makes no sense to me when there are a substantial number of commercial premises lying empty. It should also be borne in mind that Wayside Farm is one of the last Jersey herds in Hertfordshire – its loss would be a significant blow to our heritage and any development thereon removes a productive use of green belt land which seems contrary to common sense. Frankly, if the

suggested use of this land is to be for warehousing development (and large warehousing at that) then it is completely misguided. Large warehouses need first class access to major road arteries (like the M1). The footprint available at Wayside Farm will neither be sufficiently large or attractive for such developments, nor will they produce many local jobs – warehousing today is automated and largely labour free.

I would refer to the Core Strategy Policy CS1 Distribution of Development in which is stated:

The market towns and large villages will accommodate new development for housing, employment and other uses, provided that it:

- 1 a) is of a scale commensurate with the size of the settlement and the range of local services and facilities;
- 2 b) helps maintain the vitality and viability of the settlement and the surrounding countryside;
- 3 c) causes no damage to the existing character of the settlement or its adjoining countryside; and
- 4 d) is compatible with policies protecting the Green Belt and Rural Area.

It continues:

The rural character of the borough will be conserved. Development that supports the vitality and viability of local communities, causes no damage to the existing character of a village and/or surrounding area and is compatible with policies protecting and enhancing the Green Belt, Rural Area and Chilterns Area of Outstanding Natural Beauty will be supported.

Clause 8.24 goes on to say:

The key role of the countryside on the edge of the towns and large villages is summarised below:

Kings Langley – to help protect the character of the village, prevent coalescence with Hemel Hempstead and stop the village from becoming and outer suburb of Watford.

In summary therefore, I have always understood that there needs to be exceptional circumstances if development is to be permitted on the green belt.

I have seen no case being made for such circumstances in this consultation.

Include files	
Number	Question 46
ID	LPIO9396
Full Name	PAUL KISS
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 preference is for no significant further development but if I must choose - option 1A excluding Shendish (HH-h3).</p> <p>In the last 15 years we have seen hundreds of units constructed in the brown belt zones between the Ovaltine building and the flats in Apsley. This has significantly increased the population from the circa 5000 in 2011 to a figure that will if proposed developments go ahead will nearly double the population, which means circa twice the number of cars. My objection is that the current road infrastructure is struggling to handle the recent population growth. A gridlocked village is now common and unwelcome experience around school drop off/pick up times as well as the normal commuter rush periods. Worryingly this already is causing aggression, pollution and a change of our village feel. The current road infrastructure will not cope with additional traffic and as a civil engineer myself am struggling to see how this can be improved without demolishing existing commercial or residential buildings.</p>
Include files	
Number	Question 46
ID	LPIO9397
Full Name	FIONA MACDONALD
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 object to the proposed development of additional housing in the village of Bovingdon.</p> <p>Without infrastructure improvements, any further developments beyond the 90 new homes in the existing plan is not sustainable and will negatively impact the quality of life within the village.</p> <p>Bovingdon Academy is fully subscribed as are the 2 local GP surgeries. The high street is currently unable to cope with the existing traffic.</p> <p>At this time option 2B is the only viable option for Bovingdon</p>
Include files	
Number	Question 46
ID	LPIO9398
Full Name	Mr Alan 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>Yes – but this does not include the Shendish (HH-h3) site which has been incorrectly classified as Hemel Hempstead</p> <p>I choose this option because it can protect Kings Langley and the other 'large villages' whilst delivering a substantial level of housing growth over the plan period. I am particularly concerned that Kings Langley is not subjected to unsustainable growth. If this was the case, the village would lose it's essential character, it's coherence as a community and it's visual amenity. Additionally, any significant level of development would involve the village expanding and coalescing with Watford to the south and with Hemel Hempstead to the north. The whole purpose of the Green Belt is to avoid this. Finally, any significant increase in either housing or commercial development will aggravate the existing burden on a number of important roads which already come to a standstill at peak times. Apart from traffic which accesses the A41 near Apsley, all traffic heading for the M25, Kings Langley Rail Station or Watford is funnelled through Kings Langley. To add a further significant number of vehicles to Kings Langley High Street (already gridlocked at peak times) will further aggravate congestion thereon and increase the dangerous traffic on feeder roads and "back doubles". Furthermore a significant increase of traffic coming along the A4251 will increase traffic loads on Junction 20 of the M25 (which is already heavily congested largely because of those commuting down the A41 from areas around Aylesbury, with lengthy queues of up to a mile at peak times being common). I accept that undertakings have been made that will see "infrastructure" being developed to cater for increased traffic loads but past experience does not suggest it will be delivered (we are already experiencing unacceptable delays through Kings Langley). I also fail to see how any roads can be built that can solve the problem given the shape of the village and the inability to address existing transport and related safety issues, such as the Vicarage Lane problem (narrow lane, cars parked on one side, not enough room for two cars to pass). This would be a significant issue, if for example, the Hill Farm development were to go ahead</p> <p>Of course, infrastructure must also include rail transport and trains passing through Kings Langley Station have been packed for a number of years now without any solution being offered. The car park is similarly overcrowded. I have little confidence in a solution being offered which will satisfy existing needs let alone those occasioned by any significant increase in the suggested planned housing expansions. Other social infrastructure elements (schools and doctors surgeries in particular) would also be put under intolerable pressures given that they are overworked already.</p> <p>Transport infrastructure and linked assessments should be completed before proposed areas for development are published and should be available for public</p>

comment as part of this process, not later once areas are finalised.

I note also that there are plans to increase business space (particularly at the expense of Wayside Farm). It makes no sense to me when there are a substantial number of commercial premises lying empty. It should also be borne in mind that Wayside Farm is one of the last Jersey herds in Hertfordshire – it's loss would be a significant blow to our heritage and any development thereon removes a **productive** use of green belt land which seems contrary to common sense. Frankly, if the suggested use of this land is to be for warehousing development (and large warehousing at that) then it is completely misguided. Large warehouses need first class access to major road arteries (like the M1). The footprint available at Wayside Farm will neither be sufficiently large or attractive for such developments, nor will they produce many local jobs – warehousing today is automated and largely labour free.

I would refer to the Core Strategy Policy CS1 *Distribution of Development* in which is stated:

The market towns and **large villages** will accommodate new development for housing, employment and other uses, provided that it:

- 1 a) is of a scale commensurate with the size of the settlement and the range of local services and facilities;
- 2 b) helps maintain the vitality and viability of the settlement and the surrounding countryside;
- 3 c) causes no damage to the existing character of the settlement or its adjoining countryside; and
- 4 d) is compatible with policies protecting the Green Belt and Rural Area.

It continues:

The rural character of the borough will be conserved. Development that supports the vitality and viability of local communities, causes no damage to the existing character of a village and/or surrounding area and is compatible with policies protecting and enhancing the Green Belt, Rural Area and Chilterns Area of Outstanding Natural Beauty will be supported.

Clause 8.24 goes on to say:

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Kings Langley – to help protect the character of the village, prevent coalescence with Hemel Hempstead and stop the village from becoming an outer suburb of Watford.

In summary therefore, I have always understood that there needs to be exceptional circumstances if development is to be permitted on the green belt.

I have seen no case being made for such circumstances in this consultation.

Number	Question 46
ID	LP109399
Full Name	rebecca MacRae
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 contacting you to implore you to choose option 1a in your strategic plan. As a resident of Kings Langley I was honestly devastated to be informed of the plans of extensive development. I was also extremely confused. I do not deny that housing is needed, but we have other obligations too.</p> <p>Do we not need to protect the greenland and green belt? Do we not have a duty to protect the environment and wildlife of our local area in a world where global warming and extinction of species are identified as massive issues in our lives?</p> <p>There are so many questions that are brought up with the other options in the plan. Why do we need offices in Kings Langley when the ones we have aren't fully occupied? Why does the government not want to support Wayside farm when it brings joy and raw milk to the local communities?</p> <p>The sustainability of such an increase in housing is perhaps the largest question. The roads are not suitable for such and increase in people, nor is the public transport. The trains are already full at rush hour. It should be noted that trains come so regularly in other places for a reason, and our trains do not. We don't have enough public services either, we don't even have a hospital.</p> <p>Perhaps the biggest issue for myself is the ethos of the village being lost. It being merged with the surrounding areas and loosing the atmosphere and beautiful views. I recently moved from Ruislip, where developments happened recently. This only led to extremely high rents, overcrowding on transport, litter on the streets, standstill traffic and many established families leaving. Myself included.</p> <p>Please, build the housing that is required of you but not on the green land or farms. We have an obligation to protect them. And please, consider the sustainability and ethos of the villages in your planning.</p>
Include files	
Number	Question 46
ID	LP109400
Full Name	CHRISTINE LEEK
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 preferred Option is 1 A – Based on the Government's draft figure for new house building each year in Dacorum, i.e. 603 houses. A – which would only require building around Hemel Hempstead, Berkhamsted and Tring.</p> <p>These developments outside Kings Langley may create housing, but in the long term is going to lead to an unplanned expansion of our village.</p> <p>These developments affect the local community as a whole. As is evidenced by the numbers attending the Extraordinary Meeting of the Parish of Kings Langley on Tues. 14th Nov 2017</p> <p>I am sure the council will have carried out an Environmental Impact Assessment and a Transport Impact Assessment ?</p> <p>I have witnessed three accidents at the crossroads, in the High Street, the pollution is already dreadful. Traffic in the High Street is frequently at a stand still. This road is the gateway to the M25 and the A 41. Since the new developments in Apsley, this has become far worse, the High Street is saturated, it cannot cope with any more traffic. Parking is now impossible in Kings Langley, cars are parking on pavements. Waterside which runs parallel with the High Street has become a 'rat run'. Cars are parked on both sides of the road, necessitating vehicles to back up, as there are no passing places.</p> <p>Our strong village ethos and our heritage are fundamental to us. We are a close knit community and we are planning to fight this in numbers.</p> <p>This would be a poor decision, which could set a precedent for a pattern of development, that is not sustainable.</p>
Include files	
Number	Question 46
ID	LPIO9401
Full Name	Mary Jane Sheldon
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 choose option 1A.</p> <p>My concerns are:</p> <p>A) There would not be enough doctors surgeries and schools.</p>

	<p>1 B) We would lose the areas separating Kings Langley from neighbouring villages that give recreational spaces of beauty where families can enjoy exercise and the countryside. This gives many health benefits at present which would be lost.</p> <p>C) Getting to hospital could be made more difficult, and lives could be lost, from new babies, pregnant mothers, middle aged people some of whom are parents, to the elderly.</p> <p>1 D) The traffic is already too much for the roads to carry at certain times.</p> <p>1 E) Kings Langley village would no longer be a village. What village life is like at present needs to be considered and protected. The monthly market, the churches, the Doctor's Surgeries, the schools, the dance, fitness, Pilates, yoga classes, community choir, High street parties including the turning on of Christmas lights and festivals on the common.</p> <p>1 F) Wayside Farm would be lost, which is an important part of the character of the village with its farm shop.</p> <p>I choose to live in Kings Langley because of the surrounding countryside. It has a unique character and should not just become a suburb of Hemel or Watford.</p> <p>Please be very careful when making irreversible decisions that affect peoples quality of life.</p>
Include files	
Number	Question 46
ID	LPIO9403
Full Name	Mr Rob Schafer
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 government's policy of forcing additional population and housing development on areas with high house prices; I think that employment should be supported in areas of low house prices.</p> <p>Specifically I do not think that it is correct to create substantial additional housing in Tring. Tring has limited local employment possibilities as at best this will lead to additional car commuting with all the attendant costs, and a reduced sense of community as this will make</p>

	<p>Tring more of a dormitory town, stressing the existing infrastructure yet further.</p> <p>Dumping large amounts of social housing in Tring without there being local employment opportunities may actually lead to some social difficulties for new residents</p> <p>The large scale expansion of Aylesbury is going to make preserving green belt land around Tring even more vital</p>
Include files	

Number	Question 46
ID	LPIO9404
Full Name	Mr Rob Schafer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The areas identified in the consultation document are areas that contain rich and diverse natural environments, including a farm which has environmental stewardship status and meadows around the Station Road and Marshcroft Lane area.
Include files	
Number	Question 46
ID	LPIO9405
Full Name	Mr Rob Schafer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>If central government insists on forcing additional population into Dacorum then the additional housing is best placed in Hemel Hempstead itself, together with supporting infrastructure.</p> <p>The opportunity is for Hemel as a leading, innovative green 'city' based on the proposed green industry rather than providing subsidised suburban sprawl on green belt land which should continue to be available for enjoyment and productive use.</p> <p>Developing Hemel in the above way means higher rise buildings and effective public transport and cycle/foot access between home, education, work, social, retail, leisure and health facilities – all much as identified in the consultation document.</p>
Include files	
Number	Question 46
ID	LPIO9406
Full Name	Mr Rob Schafer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	In summary I think that rather than continuing with a failed policy of commuter belt suburban sprawl it is best to develop Hemel Hempstead itself as a leading green 'city' and not carry out any large scale development of Berkhamsted and Tring, which would be very damaging to those communities and the character and amenity of the area.
Include files	
Number	Question 46
ID	LPIO9407
Full Name	Joanna Kedgley
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 concerns and objections to the proposed development of Green Belt land in and around Kings Langley.</p> <p>As for dealing with the road facilities I cannot even begin to imagine the huge negative affect this will have! Kings Langley is already a gridlocked area with some difficulties for the emergency services to get through as traffic can back up all the way from the M25 and also the opposite direction towards Apsley. I fail to see that you can improve road services enough to deal with the extra volumes of cars and traffic from not only new residents but their visitors too. The pollution levels would increase drastically and have a knock on effect to our health which then puts more of a strain on the Doctors services that are already stretched.</p> <p>The oversubscribed train links from Kings Langley can barely support the rush hour at the moment and I fail to see how adding extra strain to it will be beneficial and productive.</p> <p>We live in a village of historical importance and by trying to expand it in the ways proposed it will lose its unique and valuable qualities as a village of this standing. It will ultimately not be a village anymore due to the coalescence of other towns. I fear crime rate would increase and the sense of community would dwindle if the village became part of a bigger picture.</p> <p>Thank you very much, I sincerely hope you can find alternatives and leave the village and green spaces as they are.</p>
Include files	
Number	Question 46
ID	LPIO9410

Full Name	Joanna Kedgley
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 that by building on Wayside farm this will have a detrimental effect to our well being, we use these amazing open spaces for our health and mental well being by being able to walk across these green spaces it gives us all an opportunity to have an ability to breathe in fresh air and enjoy the farm and all that it gives to us as a community as well as a place for animals and wildlife to live and thrive. The dedicated and committed farmer and family would lose their livelihoods and homes as well as our community losing a very respected farm and all that it brings for us in the way of fresh produce and keeping our local businesses thriving.</p> <p>I understand that if you did build on Wayside Farm, you would be removing one of only two Jersey herds in the County.</p>
Include files	
Number	Question 46
ID	LPIO9411
Full Name	Joanna Kedgley
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 proposed site on Love lane is a particularly bad spot as it is so close to the secondary school. The traffic is an absolute nightmare and the proposed entrance can barely support a dustcart going up and down there let alone extra cars, lorries and construction vehicles. This entrance is on a particularly bad bend on Love Lane which we have seen many a car nearly getting hit coming and going from the entrance. A dog was killed there recently and I can only hope it won't be a child next! This risk will only get greater if the traffic is increased by new houses being built there. The construction impact alone will be disruptive and damaging in many areas. The infrastructure could be greatly damaged during the works with roads having extra wear and tear with the councils barely being able to keep on top of repairs as it is.</p> <p>With regard to extra cars and traffic in Kings Langley the parking is inadequate and would not cope with more vehicles. I fail to see that extra parking will allow for all the overflow.</p>

	<p>This proposed site is also next to listed properties and a conservation area too. The quality of life would be impacted with extra light pollution and pollution in general with a negative and devastating effect on the wildlife on that proposed site.</p> <p>I totally disagree that you feel that it is also a flat and level site with direct access to the village. It sits on top of a very large hill down to the village and we know first hand that the site is not flat and level as we have flood water running off the proposed site into our garden and property from the so called flat and level site. Houses built on that land would feel quite disconnected from the area too.</p>
Include files	
Number	Question 46
ID	LP109426
Full Name	Mr Gary Poust
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Recent new-build developments within Apsley (London Road), Nash Mills (Red Lion Lane / Lower Road) and Kings Langley (Ovaltine) have obviously increased the number of residences in the area and with more homes comes more traffic. The only improvement with regards to infrastructure I have seen is the roundabout at Red Lion Lane and Lower Road?</p> <p>The logic behind the approval of the new-build development at Nash Mills (Red Lion Lane / Lower Road) and the obvious underestimating of allocated parking spaces escapes me. The number of cars now always parked along Red Lion Lane and Nash Mills Lane proves the decision was based on poor judgement, to put it politely. The proposed McCarthy & Stone Development, considering the 29 parking spaces for 40 units will prove to be a debacle (mark my words).</p> <p>From a Kings Langley point of view, traffic can't get much worse at peak times as things stand, but will become unsustainable if any further development is approved without substantial improvement and investment in infrastructure, which would also apply to any proposed development elsewhere, we already have a bypass!</p> <p>I would hope that any building on green-belt land is the absolute last resort, then and only then with the infrastructure in place to support everything new-builds demand</p>
Include files	
Number	Question 46
ID	LP109427

Full Name	Dr Christopher Roythorne
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 and considered the options set out in the Strategic Plan we have the following comments relating to Berkhamsted.</p> <p>In its current plan Berkhamsted has already delivered 628 new homes and there are another 600 new homes to be built. We note, that in percentage terms, 34% more homes than target have been delivered to date with 10 years of homes having been built in the first 5 years of the current plan. This is in sharp contrast to other areas of Dacorum that appear to be lagging behind and are below their planned targets.</p> <p>We are very concerned about the impact more homes in Berkhamsted will have on local infrastructure and its capacity to cope with increased demand, specifically health care provisions, transport and parking</p> <p>The strain on local health care provisions particularly GP services and Secondary Care is increasingly apparent and In the town traffic is often gridlocked and parking not available.</p> <p>For example our own GP practice is already oversubscribed; it is experiencing difficulty in attracting new doctors and has no opportunities for development of its premises.</p> <p>We feel that services in Berkhamsted are approaching breaking point and it is difficult to see how the additional load of the currently agreed 600 planned homes can be accommodated without more resources.</p> <p>The Strategic Planning proposals, if approved, would add an additional 1600 homes and we do not see how the current infrastructure could cope without significant detrimental impact on all the residents of Berkhamsted.</p> <p>The Strategic Planning proposals do mention infrastructure issues and refer to “discussions” with other Bodies, such as Health Care Commissioners, about this. There is, however, no information about any analysis of the additional loads that would be imposed on infrastructure or indeed any proposals as to how these might be met.</p> <p>We can only conclude therefore that the Strategic Plan is not a “joined up process” and although pressure on</p>

	infrastructure has been recognised as a problem it seems that it will be left to others to resolve.
Include files	
Number	Question 46
ID	LPIO9429
Full Name	DAVID KING
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 strongly opposed to the inclusion of site reference Tr-h5 - Land at Dunsley Farm, Tring, for the following reasons:</p> <ul style="list-style-type: none"> • This land is adjacent to Chilterns AONB • It is green belt land • The site was overwhelmingly rejected last time round. Surely its identification yet again as a possible site for expansion makes a mockery of the consultation process? • It is completely inappropriate to locate industrial units and warehouses near the town • It would cause traffic congestion and consequent pollution • There are no plans for adequate infrastructure - schools, car parking in the town or at the station (where the car park is already full to overflowing at 8 am on weekdays) • Valuable farmland would be lost <p>It is an important wildlife site</p>
Include files	
Number	Question 46
ID	LPIO9431
Full Name	MR AND MRS CULLIS
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 would like to register the fact that my wife and I would like to oppose the future development of kings Langley we like living in a village it should not be developed into a town, the road network cannot support the traffic as it is</p>
Include files	

Number	Question 46
ID	LPIO9433
Full Name	Phillip GALLAGHER
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Find below my objections to the Dacorum Borough Councils consultation on their proposals for a house building programme in the borough.</p> <p>I live on Vicarage Lane, Kings Langley and have done so for the past nineteen years. My children have attended the local primary school, we are patients at the Nap Surgery, we use the local public transport - buses to Hemel Hempstead and Watford plus the train service in and out of Euston.</p> <p>Over the period of time that we have lived here the area has changed dramatically especially with the use of vehicles. The lack of suitable road and public transport network for traffic which already passes through the village from Apsley and Hemel Hempstead results in a backlog of traffic from the M25 roundabout through the village on Monday to Friday mornings. The reverse happens in the evenings. This traffic volume has increased tremendously in recent years since the building on brown field sites- Ovaltine, Apsley Lock, and the site opposite Abbots Hill School. No new road network scheme has been possible because of the two roads that run parallel through the village. Living on Vicarage Lane I have been part of a small action group trying to get the council and highways department in particular, to address the volume, size and speed of traffic that at certain times of the day causes mayhem on our narrow, bending road. 79% of the residents on the 'odd number' side of the road have suffered repeated damage to their vehicles and over 50% of residents on the 'even number' side of the road have suffered damage to their boundaries due to traffic related incidents. Those figures don't include of course the number of 'road rage' incidents that occur when drivers are selfish enough to consider they own the road and are not willing to give way to others or reverse in a narrow section of the road. The trains travelling in and out of London are bursting at the seams especially during the so-called 'rush hour', which now extends over many hours in the morning and evening.</p> <p>We moved here nineteen years ago so that we could have access to everything available in London, including work, but wanted our family to grow up in a village environment. The loss of the village social/historic</p>

	<p>character and identity would occur if the major plans go ahead with all four proposed sites developed on. There would be the inevitable blurring of village boundaries if these proposals are implemented.</p> <p>The village would be lost if there were the loss of amenity and valued landscape. Three of the village sites have public access and all four have an abundance of wildlife and open landscape. Wayside Farm has been successfully run by the Wray family for many years. It provides produce to the village and is only one of two jersey herds in the county. Rectory Farm is classed as an area of outstanding natural beauty.</p>
Include files	
Number	Question 46
ID	LPIO9437
Full Name	NEIL HICKEY
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 farm in Kings Langley is integral to the community, and for its part, it is what separates Kings from the more urban of its neighbours. To close this, and to build the amount of houses you are suggesting, would destroy the village, and ruin the lives and livelihoods of hundreds of people. Hemel Hempstead would much better suit this kind of development, and it already had a town centre that could do with a greater catchment area. Kings Langley does not have the infrastructure to deal with an expansion of this size, Hemel does.</p>
Include files	
Number	Question 46
ID	LPIO9438
Full Name	MS LARA DANOBEITIA
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 DO NOT ALLOW THIS BUILDING WORK TO GO AHEAD.</p> <p>Certainly not in its entirety. We will lose any sense of "village".</p>

	<p>Where is the infrastructure to support this amount of expansion?</p> <p>Schools</p> <p>Hospitals - A&E, maternity wards etc.</p> <p>GP Surgeries</p> <p>Park areas</p>
Include files	
Number	Question 46
ID	LPIO9442
Full Name	Mrs Kristina Neville
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>SHENDISH</p> <p>Please protect Shendish. The walks, large oak trees, muntjac deer all benefit the community tremendously. Please stand by your statements of protecting history, biodiversity and restricting urban sprawl.</p> <p>Flooding may be an issue with Shendish, Rucklers Lane is like a small river after heavy rainfall</p>
Include files	
Number	Question 46
ID	LPIO9443
Full Name	Mrs Kristina Neville
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>WAYSIDE FARM</p> <p>Development of Wayside farm would be detrimental to the community. It provides the community with raw milk from its very important Jersey cows.</p> <p>Traffic issues arising from this proposal will be huge. At peak times traffic is queuing back from the High Street in Kings Langley taking a min of 30 mins to reach the M25, adding to the pollution already generated by the proximity of the M25.</p>
Include files	
Number	Question 46
ID	LPIO9444

Full Name	Mrs Kristina Neville
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	RECTORY FARM Rectory Farm is an area of outstanding natural beauty, please preserve. Again the A4251 is already congested at peak times.
Include files	
Number	Question 46
ID	LPIO9445
Full Name	Mrs Kristina Neville
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	LOVE LANE Love lane proposal creates again too much traffic for the roads Langley Hill, Common Lane and Vicarage Lane to cope with. Currently if a bus or Lorry drives on one of these roads at peak times it causes certain blockages and danger for pedestrians.
Include files	
Number	Question 46
ID	LPIO9446
Full Name	Mrs Kristina Neville
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	None of the sites in Kings Langley including Shendish HH-h3 are suitable if Dacorum is standing by it's statements of : preserving identity of villages with history, biodiversity and important landscapes, preventing urban sprawl, ensure new development can be served by infrastructure.

Include files	
Number	Question 46
ID	LPIO9448
Full Name	ADAM MORE
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 extremely concerned about the proposed development to Green Belt around Kings Langley and Berkhamsted. For a number of reasons as follows:</p> <ol style="list-style-type: none"> 1 This is GREEN BELT. The land in Kings Langley is protected for a purpose and this is to protect the green space around the village. It should never be built on. We need to protect the green fields for a number of reasons: health of families in the area, recreational activities (rambling, dog walking), village character. 2 The congestion through Kings Langley in the morning and evening rush hour is horrendous, with only 2 viable roads coming in and out of the village: the High Street and the road by Ovaltine. The rush hour traffic to get to the M25 in the morning is always backed up to the village from the M25. The roads around Kings Langley cannot cope with any more traffic. The increased congestion and resulting pollution will result in gridlock and unhealthy levels of pollution. 3 The village of Kings Langley should remain a village. The residents of Kings Langley don't want to live in a town that merges into Hemel Hempstead. We should be allowed to retain the character of the village, particularly with the historical significance of the village. 4 We do not have enough schools or doctor's surgeries in the village to cope with an increase of residents. 5 Parking is an issue already, look at the problems around Red Lion Lane where residents are having to park on the main road and causing traffic congestion. Where are all these new residents supposed to park? 6. We moved into the village of Kings Langley because of its charm and being a desirable area to bring up a family. Since we moved we have seen the development of Ovaltine, John Dickinson (Apsley Lock) and Nash Mills creating approximately 300 houses and flats on each site. With two occupants within each dwelling you have the potential of having minimum of 1800 more cars on the road. It is unclear on what infrastructure has been put into place just for these developments.
Include files	

Number	Question 46
ID	LPIO9449
Full Name	ADAM MORE
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 extremely concerned about the proposed development to Green Belt around Kings Langley and Berkhamsted. For a number of reasons as follows:</p> <ol style="list-style-type: none"> 1 This is GREEN BELT. The land in Kings Langley is protected for a purpose and this is to protect the green space around the village. It should never be built on. We need to protect the green fields for a number of reasons: health of families in the area, recreational activities (rambling, dog walking), village character. 2 The congestion through Kings Langley in the morning and evening rush hour is horrendous, with only 2 viable roads coming in and out of the village: the High Street and the road by Ovaltine. The rush hour traffic to get to the M25 in the morning is always backed up to the village from the M25. The roads around Kings Langley cannot cope with any more traffic. The increased congestion and resulting pollution will result in gridlock and unhealthy levels of pollution. 3 The village of Kings Langley should remain a village. The residents of Kings Langley don't want to live in a town that merges into Hemel Hempstead. We should be allowed to retain the character of the village, particularly with the historical significance of the village. 4 We do not have enough schools or doctor's surgeries in the village to cope with an increase of residents. 5 Parking is an issue already, look at the problems around Red Lion Lane where residents are having to park on the main road and causing traffic congestion. Where are all these new residents supposed to park? 6. We moved into the village of Kings Langley because of its charm and being a desirable area to bring up a family. Since we moved we have seen the development of Ovaltine, John Dickinson (Apsley Lock) and Nash Mills creating approximately 300 houses and flats on each site. With two occupants within each dwelling you have the potential of having minimum of 1800 more cars on the road. It is unclear on what infrastructure has been put into place just for these developments.
Include files	
Number	Question 46

ID	LPIO9451
Full Name	Mrs Maria Andrews
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Kings Langley village does not have the infrastructure to support a large number of houses. The roads, doctor surgeries, schools, etc. cannot deal with more people.</p> <p>The village atmosphere would disappear, and we would be 'merged' with the local towns, which we do not want.</p> <p>The Green Belt needs protecting</p>
Include files	
Number	Question 46
ID	LPIO9453
Full Name	Mr Oliver Luff
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 e-mail yourselves to make clear that the proposed development work needs to be done, but preserving the quaint essential English village element to Kings Langley.</p> <p>It is evident development must happen throughout England to meet Government guidelines and I do not envy Dacorum's position to meet this. However, development on all 4 sites would be a un-deniable mistake.</p> <p>I can't help but feel that a compromise would be to only develop a maximum of 3 sites, leaving Wayside Farm fully intact. Development should happen in stages to ensure local infrastructure can cope and necessary upgrade works can happen in a sustainable planned way for the future, not merely a reactionary measure to sudden forced development. I only need to point out the parking & transport issues created by the recent development of flats in Nash Mills.</p> <p>It is clear Green Belt land is no longer protected in anyway but I implore you to at least consider the wider</p>

	issues this could present the community of Kings Langley should 3,380 homes be built over the next decade or so.
Include files	
Number	Question 46
ID	LPIO9454
Full Name	Mr Oliver Luff
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Wayside Farm has clearly become a focal point & active member of the community. With uncertain times ahead with Brexit, the loss of one of the few remaining dairy farms in Hertfordshire would be a devastating blow to Kings Langley but also future generations losing access to a true skill set and way of life. Please do not develop on Wayside Farm.</p>
Include files	
Number	Question 46
ID	LPIO9456
Full Name	James Gallagher
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Find below my objections to the Dacorum Borough Councils consultation on their proposals for a house building programme in the borough.</p> <p>I live on Vicarage Lane, Kings Langley and have done so for the past nineteen years. My children have attended the local primary school, we are patients at the Nap Surgery, we use the local public transport - buses to Hemel Hempstead and Watford plus the train service in and out of Euston.</p> <p>Over the period of time that we have lived here the area has changed dramatically especially with the use of vehicles. The lack of suitable road and public transport network for traffic which already passes through the village from Apsley and Hemel Hempstead results in a backlog of traffic from the M25 roundabout through the village on Monday to Friday mornings. The reverse happens in the evenings. This traffic volume has</p>

	<p>increased tremendously in recent years since the building on brown field sites- Ovaltine, Apsley Lock, and the site opposite Abbots Hill School. No new road network scheme has been possible because of the two roads that run parallel through the village. Living on Vicarage Lane I have been part of a small action group trying to get the council and highways department in particular, to address the volume, size and speed of traffic that at certain times of the day causes mayhem on our narrow, bending road. 79% of the residents on the 'odd number' side of the road have suffered repeated damage to their vehicles and over 50% of residents on the 'even number' side of the road have suffered damage to their boundaries due to traffic related incidents. Those figures don't include of course the number of 'road rage' incidents that occur when drivers are selfish enough to consider they own the road and are not willing to give way to others or reverse in a narrow section of the road. The trains travelling in and out of London are bursting at the seams especially during the so-called 'rush hour', which now extends over many hours in the morning and evening.</p> <p>We moved here nineteen years ago so that we could have access to everything available in London, including work, but wanted our family to grow up in a village environment. The loss of the village social/historic character and identity would occur if the major plans go ahead with all four proposed sites developed on. There would be the inevitable blurring of village boundaries if these proposals are implemented.</p> <p>The village would be lost if there were the loss of amenity and valued landscape. Three of the village sites have public access and all four have an abundance of wildlife and open landscape. Wayside Farm has been successfully run by the Wray family for many years. It provides produce to the village and is only one of two jersey herds in the county. Rectory Farm is classed as an area of outstanding natural beauty.</p>
Include files	
Number	Question 46
ID	LPIO9457
Full Name	SARAH & FRANCIS GALL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We would like to object most strongly on the proposed large housing development in Kings Langley. It is an historic town squeezed between Hemel and Watford and the bit of interest with refreshing green space. It

	offers local produce including some of the tastiest milk I have ever had
Include files	
Number	Question 46
ID	LPIO9458
Full Name	Elizabeth Gallagher
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Find below my objections to the Dacorum Borough Councils consultation on their proposals for a house building programme in the borough.</p> <p>I live on Vicarage Lane, Kings Langley and have done so for the past nineteen years. My children have attended the local primary school, we are patients at the Nap Surgery, we use the local public transport - buses to Hemel Hempstead and Watford plus the train service in and out of Euston.</p> <p>Over the period of time that we have lived here the area has changed dramatically especially with the use of vehicles. The lack of suitable road and public transport network for traffic which already passes through the village from Apsley and Hemel Hempstead results in a backlog of traffic from the M25 roundabout through the village on Monday to Friday mornings. The reverse happens in the evenings. This traffic volume has increased tremendously in recent years since the building on brown field sites- Ovaltine, Apsley Lock, and the site opposite Abbots Hill School. No new road network scheme has been possible because of the two roads that run parallel through the village. Living on Vicarage Lane I have been part of a small action group trying to get the council and highways department in particular, to address the volume, size and speed of traffic that at certain times of the day causes mayhem on our narrow, bending road. 79% of the residents on the 'odd number' side of the road have suffered repeated damage to their vehicles and over 50% of residents on the 'even number' side of the road have suffered damage to their boundaries due to traffic related incidents. Those figures don't include of course the number of 'road rage' incidents that occur when drivers are selfish enough to consider they own the road and are not willing to give way to others or reverse in a narrow section of the road. The trains travelling in and out of London are bursting at the seams especially during the so-called 'rush hour', which now extends over many hours in the morning and evening.</p>

	<p>We moved here nineteen years ago so that we could have access to everything available in London, including work, but wanted our family to grow up in a village environment. The loss of the village social/historic character and identity would occur if the major plans go ahead with all four proposed sites developed on. There would be the inevitable blurring of village boundaries if these proposals are implemented.</p> <p>The village would be lost if there were the loss of amenity and valued landscape. Three of the village sites have public access and all four have an abundance of wildlife and open landscape. Wayside Farm has been successfully run by the Wray family for many years. It provides produce to the village and is only one of two jersey herds in the county. Rectory Farm is classed as an area of outstanding natural beauty.</p>
Include files	
Number	Question 46
ID	LP109459
Full Name	Katherine Gallagher
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Find below my objections to the Dacorum Borough Councils consultation on their proposals for a house building programme in the borough.</p> <p>I live on Vicarage Lane, Kings Langley and have done so for the past nineteen years. My children have attended the local primary school, we are patients at the Nap Surgery, we use the local public transport - buses to Hemel Hempstead and Watford plus the train service in and out of Euston.</p> <p>Over the period of time that we have lived here the area has changed dramatically especially with the use of vehicles. The lack of suitable road and public transport network for traffic which already passes through the village from Apsley and Hemel Hempstead results in a backlog of traffic from the M25 roundabout through the village on Monday to Friday mornings. The reverse happens in the evenings. This traffic volume has increased tremendously in recent years since the building on brown field sites- Ovaltine, Apsley Lock, and the site opposite Abbots Hill School. No new road network scheme has been possible because of the two roads that run parallel through the village. Living on Vicarage Lane I have been part of a small action group trying to get the council and highways department in particular, to address the volume, size and speed of</p>

	<p>traffic that at certain times of the day causes mayhem on our narrow, bending road. 79% of the residents on the 'odd number' side of the road have suffered repeated damage to their vehicles and over 50% of residents on the 'even number' side of the road have suffered damage to their boundaries due to traffic related incidents. Those figures don't include of course the number of 'road rage' incidents that occur when drivers are selfish enough to consider they own the road and are not willing to give way to others or reverse in a narrow section of the road. The trains travelling in and out of London are bursting at the seams especially during the so-called 'rush hour', which now extends over many hours in the morning and evening.</p> <p>We moved here nineteen years ago so that we could have access to everything available in London, including work, but wanted our family to grow up in a village environment. The loss of the village social/historic character and identity would occur if the major plans go ahead with all four proposed sites developed on. There would be the inevitable blurring of village boundaries if these proposals are implemented.</p> <p>The village would be lost if there were the loss of amenity and valued landscape. Three of the village sites have public access and all four have an abundance of wildlife and open landscape. Wayside Farm has been successfully run by the Wray family for many years. It provides produce to the village and is only one of two jersey herds in the county. Rectory Farm is classed as an area of outstanding natural beauty.</p>
Include files	
Number	Question 46
ID	LP109460
Full Name	Joseph Gallagher
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Find below my objections to the Dacorum Borough Councils consultation on their proposals for a house building programme in the borough.</p> <p>I live on Vicarage Lane, Kings Langley and have done so for the past nineteen years. My children have attended the local primary school, we are patients at the Nap Surgery, we use the local public transport - buses to Hemel Hempstead and Watford plus the train service in and out of Euston.</p>

Over the period of time that we have lived here the area has changed dramatically especially with the use of vehicles. **The lack of suitable road and public transport network for traffic** which already passes through the village from Apsley and Hemel Hempstead results in a backlog of traffic from the M25 roundabout through the village on Monday to Friday mornings. The reverse happens in the evenings. This traffic volume has increased tremendously in recent years since the building on brown field sites- Ovaltine, Apsley Lock, and the site opposite Abbots Hill School. No new road network scheme has been possible because of the two roads that run parallel through the village. Living on Vicarage Lane I have been part of a small action group trying to get the council and highways department in particular, to address the volume, size and speed of traffic that at certain times of the day causes mayhem on our narrow, bending road. 79% of the residents on the 'odd number' side of the road have suffered repeated damage to their vehicles and over 50% of residents on the 'even number' side of the road have suffered damage to their boundaries due to traffic related incidents. Those figures don't include of course the number of 'road rage' incidents that occur when drivers are selfish enough to consider they own the road and are not willing to give way to others or reverse in a narrow section of the road. The trains travelling in and out of London are bursting at the seams especially during the so-called 'rush hour', which now extends over many hours in the morning and evening.

We moved here nineteen years ago so that we could have access to everything available in London, including work, but wanted our family to grow up in a village environment. **The loss of the village social/historic character and identity** would occur if the major plans go ahead with all four proposed sites developed on. There would be the inevitable **blurring of village boundaries** if these proposals are implemented.

The village would be lost if there were the **loss of amenity and valued landscape**. Three of the village sites have public access and all four have an abundance of wildlife and open landscape. Wayside Farm has been successfully run by the Wray family for many years. It provides produce to the village and is only one of two jersey herds in the county. Rectory Farm is classed as an area of outstanding natural beauty.

Include files	
Number	Question 46
ID	LP109466
Full Name	Mrs Sheila Lawrence
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Shendish is actually within and historically has always been in the Parish. There is even a strong suggestion that there are archaeological sites .The land around Shendish provides a great facility for walkers ,locals and visitors, who can enjoy the rural atmosphere ,including historic specimen trees, which should be protected, as well as a range of wildlife, including deer and badgers and rare plants. The golf course equally, can be enjoyed by all including the hotel guests. The reasons why planning was rejected for this area in the past still holds good.</p> <p>The traffic on the A 4251 would be of great concern should there be any large development in KL as it has already grown exponentially in the last few years, partly as a result of the recent many developments in Apsley and Nash Mills ,the smallest incident causing jams.</p> <p>Also, commuters would find life very difficult, as trains are mostly too small and crowded, as well as there being insufficient parking. I constantly have to drive to other stations on my trips to London.</p> <p>Another threat would be the increased risk of flooding if there were housing estates instead of fields on the higher side of KL.</p> <p>The junction with Rucklers Lane could not sustain more traffic, either, if there were a new access road onto it, as many house owners there are restricted to street parking, narrowing it considerably.</p> <p>The green belt in KL should definitely be preserved with its special character rather than let it become an urban sprawl.</p> <p>Both Wayside Farm and Rectory Farm equally should not be lost, providing beauty, and high quality milk.</p> <p>There are many brownfield sites, which could be utilised in preference to these green belt areas, without diminishing the attractiveness of our beloved and much sought after village .</p>
Include files	
Number	Question 46
ID	LPIO9469
Full Name	ELIZABETH EASTHAM
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am writing to say NO to the development plans for Bovingdon. We do not need any more houses in the village.

Include files	
Number	Question 46
ID	LPIO9470
Full Name	ELIZABETH EASTHAM
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 infrastructure is inadequate for yet more development. The village school is full as are the doctors' surgeries. Parking around the village and particularly in the High Street is nightmarish and indeed dangerous. Every time it rains hard we get flood problems as the village is built on clay and drainage is inadequate, any further development would only make this worse.</p> <p>All the areas proposed for redevelopment are in The Green Belt and losing this would adversely affect the whole nature of our village and destroy this lovely area.</p>
Include files	
Number	Question 46
ID	LPIO9472
Full Name	Mrs Yvonne Metcalf
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 object to the proposals covering the tracts of land referred to in the draft Plan as HH-h1a, HH-h1b and HH-h2 as they would completely envelope the Piccotts End Conservation area with newly built homes. I would have to ask the question whether Dacorum is fully justified in building on the Green Belt.</p> <p>I would further add that such a large development will bring greater numbers of vehicles onto the Leighton Buzzard Road - already there are jams on that road extending from the Moor End roundabout.</p> <p>There will be a greatly increased risk of flooding in and around Piccotts End – recent flooding due to run-off from the local fields has only just recently been partially resolved i.e in Piccotts End Rd but not necessarily in Piccotts End Lane.</p> <p>I also have a concern that the increase in water requirements cause the river Gade, an example of a rare Chiltern chalk stream, to dry up and affect the already dwindling wildlife, for instance voles, in the stream.</p>

Include files	
Number	Question 46
ID	LPIO9474
Full Name	JULIAN CAMDEN
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 voice my objection to the proposed housing developments at Rectory Farm & Wayside Farm/Broadfield in Kings Langley.</p> <p>I have lived in the village for over 10 years and grew up in Chipperfield, a neighbouring village. Over the years Kings Langley has been developed to the point that any further development would not bring benefit to those who live here, it would only have a detrimental impact.</p> <p>Kings Langley is still a village at heart. However, adding more people, building new properties, swallowing up green space, putting strain on the existing infrastructure (e.g. roads, parking, doctors, schools, trains, etc.) is just not acceptable or sustainable.</p> <p>Also, replacing any decent family homes with as many smaller homes (for young or old) as can be squeezed onto a plot is not a sensible way forwards.</p> <p>Those of us who live in the village, have a right to expect that our environment and standard of living will not be taken for granted with unwanted developments forced upon us. I chose to live in Kings Langley, with my family, because of my history with the area and because we enjoy living here, in our village.</p> <p>Having attended the Parish Council meeting this evening in Kings Langley about the proposed developments in and around the village (not limited to those in the subject heading) I am forwarding this email to the addresses provided for comments relating to the consultation paper.</p> <p>To be clear, this concerns the proposed developments at –</p> <ul style="list-style-type: none"> • Wayside Farm • Rectory Farm • Hill Farm • Shendish <p>For the attention of John Woods – please be aware that Wayside Farm provides us with milk and has been</p>

	a favourite walk for a number of generations of my family. We do not want to see this farm disappear. Green belt land (any woods, tress & fields) should be protected for our children and not lost to the future generations for quick profit or as an easy solution to poorly conceived solutions to housing issues. Once the green belt has gone it is lost to development for ever. Far better to use brown belt land.
Include files	
Number	Question 46
ID	LPIO9475
Full Name	Mrs Louise 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>I am writing with reference to the proposed local plan for Kings Langley.</p> <p>I would like to express my extreme disagreement with the proposals based on the following points:</p> <ul style="list-style-type: none"> - Greenbelt sites should never be considered for development when there are alternative options. I have been advised that there are at least 6 alternative brownfield sites in Kings Langley and these must be considered. - The Local Plan Issues and Options document states that Kings Langley has capacity for a further 50 homes yet the proposal being put forward included thousands of homes. - Kings Langley is a village with village shops, a village primary school, a village library and a village atmosphere. Doubling the size of the village will mean it will lose this atmosphere completely. - The amount of infrastructure that would be required to support such a development is immense and if not supported in the immediate area, it would be guaranteed to lead to more traffic issues, strain on schools, doctors, railway, etc. - Kings Langley is also home to one of only two working dairy farms in the whole of Hertfordshire. Let's keep it that way
Include files	
Number	Question 46
ID	LPIO9476
Full Name	TURNER REBECCA
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I object to the building development at Shendish or the rest of Kings Langley. There is already a great volume of traffic through the Village to mention just one problem that will arise if new housing is built. It will also take away the atmosphere and beauty of the area, losing its identity and tarnishing its history.
Include files	
Number	Question 46
ID	LPIO9481
Full Name	Chris and Shiela Pawson
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 46 – site Be-h3: Do you have any comments on the Schedule of Site Appraisals?</p> <p>ANSWER: Yes, it is noted with consternation that of the very high levels of new housing planned, three quarters will be built on our precious Chilterns Green Belt.</p> <p>Specifically with regard to proposals for developing site Be-h3, this is an extensive area of Green Belt farmland. Besides growing a full crop of cereal or rape seed every year, it is a resort for wildlife such as deer, hares and grouse and of course also field mice – which attract kites and foxes. It presents an attractive aspect from all viewpoints and is a natural complement to the adjoining Area of Outstanding Natural Beauty.</p> <p>The site is bounded to the SW by a continuous stand of well-established trees, to the NW and NE by widely detached houses, those to the NE mostly screened by their gardens, and to the SE by the designated Chilterns Area of Outstanding Natural Beauty (CAONB) with Ivy House Lane marking the boundary between site Be-h3 and the CAONB.</p> <p>Further down (towards the old railway bridge), Ivy House Lane boasts several fine mansions while at the top end it leads past farm buildings and a rural enclave of cottages and into a byway of quiet country lanes to eventually connect with the Common. In many ways Ivy House Lane represents the very best example of how a town perimeter can blend seamlessly into the surrounding countryside. It attracts many walkers and rambler groups who come to enjoy the beauty and the tranquillity and the unique character of our Chilterns landscape.</p> <p>If the Borough Council wilfully removes Green Belt protection from site Be-h3, this productive farmland and its contribution to the integrity of the rural character and</p>

attractive landscape of the area will be lost forever. It would be replaced either by a sprawling, high density estate or a rambling low density estate which will incongruously abut our Chilterns Area of Outstanding Natural Beauty. The developer's consultants accept that the new estate would create a visual intrusion requiring mitigation by way of a screen which they propose to create by planting a 10 metre wide strip with native woodland trees along the IHL boundary to the estate. However, even allowing at least 10 years for it to become fully grown, this could never provide an adequate screen due to the hilly topography of the site. In effect the new estate would still be paraded on the sloping terrain for all to see from far and wide. Such a screen would look absurdly artificial.

Furthermore the developers will seek roadway access to Gravel Path through Hunters Park and possibly Meadway. The impact of the through traffic would be ruinous to the character and amenity of Hunters Park. And it will add an unwelcome extra load onto the already heavily-used Gravel Path.

At the outset of the construction phase, the top end of Ivy House Lane would need to be reconstructed as a heavy-duty, two-lane carriageway capable of taking the fleets of contractor traffic unless such a carriageway is routed as a short-cut through Hunters Park. **However major structural re-development of the roadways through the land at the top end of Ivy House Lane would be strongly contested as this land is all part of the Chilterns Area of Outstanding Natural Beauty.**

Finally, given our country's decreasing ability to feed itself and the need to boost our agricultural production, planning decisions that would take out a substantial area of productive farmland, can only be justified in the case of a high-density development. However for all the reasons stated above, any such high-density development on **site Be-h3** would be totally inappropriate and out of keeping with the character and amenity of the location.

The development of site Be-h3 should never have been considered in the Local Plan if the Council had applied its own criteria. The Issues and Options Consultation Local Plan to 2036 clearly states:

- in the preamble "[it is] vital that the right balance be struck between new development and protecting the character of our towns, villages and countryside which we value so greatly"
- under Section 4.2.3 the Council's commitment "to protect and enhance Dacorum's distinctive landscape character, open spaces....."
- under Section 5.2.1 "the Green Belt also provides opportunities to grow food..... and support nature conservation"
- under Section 1.0.2 "the increased importance the Council now gives to tourism".

Site Be-h3 most definitely does **not** offer the DBC a box-ticking in-fill opportunity

Include files	
Number	Question 46

ID	LPIO9482
Full Name	Francesca O'Brien
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 oppose the planning proposal for the thousands of houses there is talk of being built in Kings Langley. It is a beautiful little village to bring up young children which has always been mine and my husband's intention and if these proposals go ahead it would change beyond recognition and I don't feel we could stay.</p> <p>We have a 5 year old and a 4 month old and love the village life. We regularly go to visit the cows on wayside farm and go for walks and runs through the footpaths at the back of the farm. We always walk through the high street and support the local businesses there but unfortunately the traffic is causing huge problems already.</p> <p>Kings Langley already has a real shortage of school places and getting a doctors apt always takes a good few days wait. It simply could not cope with many more houses and I find it unbelievable and truly sad it is being considered.</p>
Include files	
Number	Question 46
ID	LPIO9485
Full Name	Paul Savin
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 opt for option 1a, basically for the following reasons</p> <p>The alternative options would threaten the sustainability and the character of the village .</p> <p>I chose to live in a village moving away from a town because I enjoy the outdoors, walking in the countryside and the lifestyle which goes with it.</p> <p>The remaining options will, I believe blur the boundaries with Hemel Hempstead and /or Watford. The character of the village will be changed completely. The increase in the number of houses will result in an unacceptable increase in traffic going through the village which is already a problem.</p>

	<p>Kings Langley Schools are already oversubscribed. Our Doctors surgeries are already working to capacity. The character of Kings Langley will change totally, its history and identity will be lost and when boundaries are changed it will be effectively lost.</p> <p>A village is a community where people know and care for each other as a community. This will no longer be possible if the population and size of the village increases in the ways proposed.</p> <p>I accept there is a need for more housing but believe there are other options which should be explored.</p> <p>Most importantly, building on green belt cannot be the answer, the loss of green belt can never be remedied and it would be lost forever.</p>
Include files	
Number	Question 46
ID	LPIO9486
Full Name	mr richard dickinson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I wish to lodge my objection to planned increase in housing at Haslam Field Berkhamsted. Shootersway cannot absorb any more traffic. We have yet to feel the full impact of the Bearoc development. Berkhamsted is already frequently choked by traffic and the town already suffers from difficulty in getting a doctor's appointment.
Include files	
Number	Question 46
ID	LPIO9488
Full Name	Rosalind Partridge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	1. Berkhamsted roads are already congested, schools and medical practises stretched to the limit. Without major infrastructure improvement major development would be unsustainable.
Include files	
Number	Question 46
ID	LPIO9489

Full Name	Rosalind Partridge
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	3. Ivy House Lane development: access to the town and main road network is already difficult because of narrow roads, awkward bridges -, frequently closed - and steep hills which inhibit all but the fittest walkers and cyclists. The lane is dangerous in bad weather
Include files	
Number	Question 46
ID	LPIO9492
Full Name	Michael and Susan 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>Thank you for the opportunity to comment on the local plan. We have been privileged to live in the delightful market town of Berkhamsted for more than 30 years and are concerned that the scale and type of future housing development should be in keeping with its intrinsic character.</p> <p>We acknowledge the need for more housing to meet the demand for affordable housing and for homes suitable for first time purchasers and those on modest incomes. We are opposed to more large scale developments consisting predominantly of large executive homes.</p> <p>Our views are broadly aligned with those of BRAG with which you will be familiar. Since we moved here in 1986 the traffic has got noticeably worse despite the construction of the bypass and GP services have deteriorated significantly. Further large scale development will exacerbate these pressures.</p> <p>Parking in and around the centre of Berkhamsted is at a premium. When we moved here parking was no problem at all, indeed the end of our no through road was devoid of cars. Now it is full to capacity and is used both by commuters and office/shop workers. It has become progressively more difficult to get an appointment with a GP and further large scale development will only make this situation worse. Other than one additional primary school we can see no mention of extra schools to meet the demand from large numbers of children. In short, infrastructure proposals fall short of anything other than modest new development.</p>

	Whilst we believe that new housing should be spread more or less equally across the borough, in and around both towns and villages, Berkhamsted has borne a disproportionate share of the borough's new development of recent years and this contribution should be taken into account in determining the scale of new development.
Include files	
Number	Question 46
ID	LPIO9494
Full Name	Duncan Eggar
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	GREEN BELT. I think that we should maintain a Green Belt buffer between Tring town the Chilterns AONB – i.e. development should not extend from Tring to Tring Station.
Include files	
Number	Question 46
ID	LPIO9495
Full Name	MR SANJIV GILL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am a resident of Kings Langley and have lived at The Courtyard, Shendish since 2002. During this time there have been a number of planning applications to develop housing on Shendish land but these have always been rejected by Dacorum BC planning as inappropriate to the Green Belt. the Green Belt serves five purposes: <ol style="list-style-type: none"> 1 To check the unrestricted sprawl of large built-up areas 2 To prevent neighbouring towns merging into one another 3 To assist in safeguarding the countryside from encroachment 4 To preserve the setting and special character of historic towns 5 To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

Dacorum BC local development plan proposals include

- Shendish Manor Estate - 900 houses + Primary school
- Wayside Farm – Offices and up to 2000 houses
- Hill Farm – 280 houses
- Rectory Farm – up to 200 houses

It would be fair to say that the proposals from Dacorum BC for housing to be built on the four sites breaches all of the five green belt safeguards.

- **Loss of valuable farmland.** If we allow continual encroachment into the Green Belt then its purpose and effectiveness will become less and less. Once built on the land is lost forever. The decision to include working farmland into the review at a time of massive uncertainty with Brexit looming is not only misguided but removes agricultural opportunity for future generations. The farms circling Kings Langley add to its character as an historic village, dating back centuries, and submitting to urban sprawl defeats the whole objective of Green Belt protection

The Green Belt helps preserve the characteristics of Kings Langley village. The erosion of Green Belt land surrounding it would mean it may lose its village heritage and become a town which could then lead to further building pressures from retail and other service outlets.

Brown Field Sites- The Green Belt is meant to ensure that housing and other development concentrates on regenerating brown field sites, but there are no brown field proposals from Dacorum BC. We also don't know which sites already have planning consent but have still to be built on. What confidence or guarantee do we have that ensures all brownfield sites are included and developed before Green Belt land is sacrificed?

For example the Kodak building in Hemel town centre was converted into housing recently. Westside Business Centre was vacated when BT moved to Leavesden around 10 years ago. Since then the site has never been fully occupied and even today looks no more than half let, based on all the empty car parking spaces. Given there are still unoccupied offices on the Maylands estate (Diamond Point for instance) and at Leavesden, why could this whole building not be converted to housing given its size and location opposite the Paper Mill and Nash Mills housing developments?

The same could also be said for the County Council office blocks in Apsley1 and Apsley2. Why has Herts CC located into Apsley when there has been vast office space available in Maylands and Leavesden and a need for local housing? In fact the whole question of why the County Council should take up this space, which could easily have been diverted to housing, whilst proposing to sell off valuable farmland to meet housing targets requires proper scrutiny.

Developing to the very boundaries of Dacorum BC takes no account of proposed developments in Three Rivers where there has been significant housing development at Hunton Bridge and up towards Kings

Langley. There is a real possibility that if this encroachment continues then we could be left in the future with an urban sprawl from Watford and Bushey all the way into Hemel Hempstead. Having already suffered the Manor Estate encroachment, the loss of more green belt land at and around Shendish will eventually join Hemel Hempstead beyond Apsley and into Kings Langley. This surely is contributing to urban sprawl of the most obvious but unwanted kind.

The Green Belt land at Shendish is designated for outdoor and recreational purposes, having resisted several planning applications in the past on grounds of breaching the Green Belt. Losing this land means it can never be reclaimed, and reduces the amount of recreational land available to an increasing population in DBC. The same applies to the farmland and woodland that adjoins Shendish.

The potential development at Shendish will restrict the opportunity for people to enjoy outdoor activities and recreation. The designation of Shendish Manor, after it was used by the Dickinson Family, was for sports and recreational purposes. It was their sports club complex from 1934. It was later, in 1994, converted into a sports and hotel complex, with the latest owners investing heavily into the facility, with a plan to build a Spa and Conference Centre. Building housing around the Shendish estate will destroy the rural aspects of the site, and severely diminish sporting and recreational facilities in DBC, where these proposals will add huge numbers to the local population.

The proposal currently absorbs all the golf course land, which will significantly reduce the appeal of the Shendish Hotel, which could then result in an application to convert to residential. The loss of Shendish will significantly diminish DBC's appeal to attract new business into their borough's business estates like Maylands.

The land adjoining Shendish Manor is a popular location for ramblers, local dog walkers, and the young adventurers from Phasells Wood camp site. The loss of this land would mean that local residents would all have to drive to other open spaces to continue their recreational activities.

The land adjacent to the Shendish access road is farmland which has, for all the years I have lived here, been used to graze cattle and provide grass for animal feed. The arguments against developing Wayside Farm and others equally apply to this land.

The road access into Shendish Manor is restricted to a single road bridge which is not suitable for heavy traffic. There have already been concerns raised with the hotel about the additional traffic when their new spa complex is built.

Environmental Issues- There are a host of specimen trees which were planted many years ago as an overspill arboretum from Kew Gardens. All these trees make Shendish a place of environmental importance to the area, and the trees need to be preserved and protected.

Traffic Issues. The volume of traffic along the Hempstead/London Road has reached unsustainable

levels. Over recent years Apsley has seen the development of the Sainsburys, Bunnings, Wicks and Dunelm Retail outlets which has drawn huge volumes of shopping traffic into the area. Then there have been the housing developments on the Apsley Paper Mill sites, the Nash Mills sites and the Manor Estates totalling I'm told some 2,500 houses. All these developments have contributed to huge traffic congestion into the Kings Langley area.

Added to this has been the traffic generated by the County Council Offices in Apsley 1 and Apsley 2 office blocks, and also from the Westside Office complex, where on the 18th November I counted over 800 cars parked in their car parks, with a further possible 200 empty spaces in Westside, due to the centre being only partially let. The HCC car parks were full to bursting with several cars waiting for spaces to be vacated. The entry point roundabout, where all these vehicles access and exit these sites, is within 50 metres of the access road into Shendish. Traffic volumes increase even further with visitors and deliveries to these sites, and so the proposal to add 900 dwellings on to the Shendish site can only add to the existing traffic congestion.

Examples of the type of congestion we regularly face

- Driving to the M25 from Shendish can regularly take more than 20-30 minutes from 7 to 9.30am. People from Hemel and the surrounding district use the roads through Kings Langley to avoid the A41 to join the M25 junction
- The London/Hempstead Road becomes totally log jammed, morning and evening each day, with traffic entering and leaving the Westside and County Council offices. Journey times can be increased by up to 20-30 minutes because of this congestion.
- The whole area can become grid locked when there is an accident on the M1, M25, or the A41.

o Rutblers Lane is in some places just a single track lane, particularly at the Red Lion junction. It is wholly unsuited to any additional housing traffic if access were to be made from Shendish.

Other local services issues.

- When I was at the Nap Surgery recently, I was told their new extension was to cope with the 1,200 new patient registrations they've had during 2016. This sharp increase in patient numbers has put the surgery under intense pressure. They are continuing to struggle coping with current patient numbers.
- Kings Langley School has recently been redeveloped to cope with the existing numbers intake. I am told the new academy school is not bound to take any more numbers than it already has. There are no other secondary schools in the Kings Langley area. (excluding Rudolph Steiner School which is an independent school)
-

For all the reasons above I totally object to any loss of green belt land in Kings Langley Parish

Include files	
Number	Question 46
ID	LPIO9496
Full Name	Duncan Eggar
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	CROSS BORDER CONSIDERATIONS. Verbally the Dacorum BC officers at the meeting that I attended recognised the need to consider the impacts of developments in Aylesbury Vale on this part of the Borough and vice versa. However there was very little, if any, evidence of this in writing. At a personal level it is largely to do with access to, and parking at Tring Station and the pressures on Tring Station hamlet; more widely in the area it impacts transport, schools, shopping etc etc.. I suggest that in this regard development around Tring has to be considered in a different way to development at Hemel and Berkhamsted and there is a need for an accountable cross council (Borough/District and County) development group - served by a joint secretariat and preferably involving Parish and Town Councils. Q2 and
Include files	
Number	Question 46
ID	LPIO9505
Full Name	Paul Christian
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I'm writing to utterly object to the madness set out in the Dacorum Borough Council Local Plan. The imposition of thousands of houses on Green Belt land is monstrous. Not only is this totally destructive of wildlife and natural habitat, including potential homes of protected newts and bats, this is totally ruinous of a beautiful area. Furthermore, the traffic in Kings Langley and the surrounding areas is already terrible and would be made far worse if this madcap scheme is green-lighted. Added to this, pressure on local schools, GP surgeries, hospitals and other essential services - already stretched - will be unbearable and will ruin the quality of people's lives.

Include files	
Number	Question 46
ID	LPIO9507
Full Name	Alex Blinko
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I object to the proposals covering land at HH-h2, HH-h1a, and HH1b particularly as they would enclose the Piccotts End conservation area with out of keeping modern homes, and would encroach on CAONB, historic woodland, green belt and bring too many cars into Piccotts End Road and Leighton Buzzard Road. We already experience flooding - the drains are completely backed-up right now - and this level of development and run-off would make it crazy
Include files	
Number	Question 46
ID	LPIO9508
Full Name	Julia Blinko
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-H1a: Substantial loss of Green Belt land and major northward expansion of Hemel Hempstead into open countryside. The site is not identified as an area to be recommended for further assessment as a boundary amendment in the Stage 2 Green Belt study. Potential encroachment/merger of the urban area of Hemel Hempstead with Piccotts End. Furthermore, possible effects on CAONB, the setting of Piccotts End Conservation Area, Ancient Woodland, and the Chilterns Beechwoods SAC.
Include files	
Number	Question 46
ID	LPIO9509
Full Name	Julia Blinko
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-h2: Significant loss of Green Belt land and major northward expansion of Hemel Hempstead along the Gade Valley into open countryside. The site is not identified as an area to be recommended for further assessment as a boundary amendment in the Stage 2 Green Belt study. The site is within an Area of Archaeological Significance and a Scheduled Ancient Monument lies to the south of the site. Larger-scale development will place pressure on local infrastructure, particularly schooling and highways.
Include files	
Number	Question 46
ID	LPIO9510
Full Name	Julia Blinko
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I strongly object to proposals to build on the HH-h2, and HH-h1a sites. There has been an assessment carried out by Dacorum which states that these are not recommended for further assessment - they would destroy very precious areas and I agree with these assessments
Include files	
Number	Question 46
ID	LPIO9511
Full Name	Mrs Bridget Clarke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I understand the need for a Local Plan for housing in the borough, however I feel that Kings Langley should not be over-developed. Some new housing could be achieved without large incursions into the Green Belt
Include files	
Number	Question 46
ID	LPIO9512
Full Name	Mrs Bridget Clarke

Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Hill Farm Access to the village High Street is via three totally unsuitable roads, namely Langley Hill, Vicarage Lane and Common Lane. The High Street is already extremely congested at peak times, with most traffic heading towards the M25 and Watford. It often queues all the way to Junction 20 in the morning.
Include files	
Number	Question 46
ID	LPIO9513
Full Name	Mrs Bridget Clarke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Rectory Farm Part of this site should already be classed as brownfield and could be built on, possibly up to the football ground. Is there a flood risk there?
Include files	
Number	Question 46
ID	LPIO9514
Full Name	Mrs Bridget Clarke
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Shendish Access from this site is an issue, via a narrow lane with a narrow railway bridge. There is already a big housing development under way at Featherbed Lane, with all traffic entering Apsley High Street, which is usually very congested.
Include files	
Number	Question 46

ID	LPIO9515
Full Name	Mrs Bridget 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>Wayside Farm</p> <p>Development of this farm should not happen. Full Stop! It is a successful dairy farm, with one of only two Jersey herds in the county. It has several footpaths across it and is a green space before the motorway and the bypass. As for the smaller field between the Watford Road and the river and canal, this is surely a flood risk. With regard to more office and commercial development here, one empty office unit is being turned into apartments. Another office block in Apsley has been empty for a very long time and is now only partly occupied.</p>
Include files	
Number	Question 46
ID	LPIO9516
Full Name	Mrs Bridget 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>There is mention of potential new primary schools, for example on the Shendish site, but what about secondary schools?</p> <p>Over all I do not feel that the transport structure in the area can take any large development as proposed in the Plan and Kings Langley should remain a village not a small town.</p>
Include files	
Number	Question 46
ID	LPIO9519
Full Name	Patricia Bandle
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>There are a number of reasons for 1B being the obvious choice.</p> <ol style="list-style-type: none"> 1 Already the town is full of cars. Adding another 1,600 houses with another few thousand cars will produce gridlock. 2 The number of school places in the town is inadequate to cope with a huge influx of residents. The school reorganisation recently to produce more primary school places has been successful but schools now are nearing capacity. 3 Town services are stretched. For example it is already difficult to get a doctor's appointment within a reasonable time scale. <p>4. Berkhamsted has already had many new houses built here. Hemel however has not reached its target for new homes. Why not build more there?</p>
Include files	
Number	Question 46
ID	LP109525
Full Name	Ted Carroll
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Expanding out in small towns such as Berkhamsted or Tring has a major detrimental impact on the Landscape and those that take recreation in the countryside, which is important for the wellbeing and health of residents.</p> <p>The idea of building large communities over a mile and a half from town centres is impractical. Comments such as "the development could provide a new bus loop which could be used by new and existing residents of the area and help to reduce car use" are fanciful and unrealistic in towns such as Tring and Berkhamsted. Bus subsidies and funding are simply not sufficient to provide the resources to sustain bus services, such as are imagined</p>
Include files	
Number	Question 46
ID	LP109526
Full Name	Sarah Wragg
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 lodge an objection in the strongest possible terms to the full sweep of developments that are being proposed for four sites in the Kings Langley area.</p> <p>In short I believe these plans amount to gross urbanisation of a relatively small area and will destroy the village as we know it, changing it beyond all recognition.</p> <p>My husband and I moved to Kings Langley two years ago from south London as we were looking for a more rural setting in which to raise our young children. Somewhere with fields and green space for them to walk in, fresher air for them to breath, a community that was small and close enough for them to feel like they were among family. These plans that have been proposed would eliminate everything we love about this village. However, it is about more than me and my family . To build in the areas suggested would take away the whole identity of Kings Langley - we will become a sprawl of disparate houses lumped with either Hemel Hempstead or Watford. This would be a shameful turn of events.</p> <p>The developments will have a hugely negative impact on the village character, going from a large village to a town. This is not what any of its residents signed up for when they moved to the village. I fully anticipate over-development of the village will negatively affect the value of many homes, potentially leaving residents who bought in good faith in a very difficult position through no fault of their own.</p> <p>1 At present access to and from the village is incredibly difficult. The high street is jammed daily, particularly at peak times, and while I am no expert I fail to understand how the developers can create new access routes into and out of the village. How can ambulances and fire engines be expected to travel swiftly to emergencies and back to the hospital? And, of course, with far greater numbers of people to serve, the problem will be exacerbated to the extreme.</p> <p>I fully understand the need for more housing, and am not against a limited amount in our village, but I fail to understand why more development cannot take place in areas that are already urban and built up in the south Herts area where it will not destroy the fundamental energy and nature of a community.</p> <p>If Kings Langley is identified as somewhere for new housing I implore you, for the sake of my children's future, for their home and community and for the life we have worked hard to create for them, to build on brownfield sites.</p>
Include files	
Number	Question 46

ID	LPIO9529
Full Name	Sarah Wragg
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 loss of not one but TWO dairy farms would be a tragedy - for those of us who depend on locally sourced produce to help with illnesses such as asthma and allergies, the farms are a godsend. Furthermore why should a tenant such as the farmer at Wayside Farm be kicked off his land for no good reason other than a faceless council's short sighted planning agenda?</p> <p>3. To replace one of these farms with offices is an absolute joke. How many empty office buildings do you have in the area already?? I can think of several just from walking round the village. My children love visiting Wayside Farm, walking cross country through corn crops to see the cows and sheep - how can the council justify destroying all that unnecessarily??</p>
Include files	
Number	Question 46
ID	LPIO9530
Full Name	Mark Coxill
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 can you register my objection to the proposed housing plans at the site occupied by Wayside Farm. My objection is on the basis of the obvious infrastructure limitations, but moreover due to the impact the plans will have on a well-established community that is, Kings Langley village. I recognise the needs to build more homes but this particular location would result in the loss of Kings Langley as a village where we have all chosen to live. The green belt was established for sound reasons which prevail today. Kings Langley is a historic location with a very close community. These plans would undo all this history and ruin village life for all the residents.</p>
Include files	
Number	Question 46
ID	LPIO9532
Full Name	Brian and Jill McAdam

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 writing to register our extreme concern over proposals to swamp Kings Langley Village with thousands of new homes, an act which will surely ruin the character of our village for ever.</p> <p>Our reasons for objecting to this widescale building proposal are as follows:-</p> <ol style="list-style-type: none"> 1 The identity of the village will be lost; 2 The existing infrastructure of the village is already close to breaking point. Adding to this problem is nothing short of madness; 3 What thought has been given to the new schools and doctors surgeries that will be required? Both the medical and teaching professions are struggling to attract new staff! 4 Traffic flows through the village are already extremely slow. There seems to be little common sense in adding to this problem by allowing another 2,000, 3,000 cars struggling to get in and out of the village; 5 Following on from this point, parking in the village is already seriously restricted. Why add to the misery? 6 Green Belt land is something to be cherished and protected. Build on brown field sites. The old turkey farm site off Rectory Lane is the only site which should be considered in this development plan; 7 There is no way that Charlie Wray's Wayside Farm should be sacrificed in this development plan and losing one of the two Jersey cow herds left in Hertfordshire. Madness to let this go; <p>Finally, the villagers of Kings Langley do not wish to be part of Watford or Hemel Hempstead, thank you. A village we are and a village we should remain.</p>
Include files	
Number	Question 46
ID	LP109533
Full Name	elisabeth Bendall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<u>Tr-h4 Land at Cow Lane, Station Road</u>

	I understand the farmland is a registered wildlife site and I am deeply opposed to any development of this site that must be saved for future generations.
Include files	
Number	Question 46
ID	LPIO9534
Full Name	elisabeth Bendall
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Tr-h5 Dunsley Farm, Tring</u></p> <p>I am opposed to the proposed mixed-use development at Dunsley Farm due to its size and inappropriate nature. This area is almost within the Chilterns AONB, is in the Green Belt, and the development would destroy the green space between the Tring by-pass and the town. There is no space for any more traffic within the heart of Tring and we already have major problems with street parking in every part of Tring. The promise of improved road infrastructure is impossible to achieve in a small town such as Tring.</p> <p>A supermarket , industrial units, and warehouses, will cause gridlock and pollution within Tring, as not all associated traffic will be able to access the site directly from the by-pass. The existing supermarket is the right size for Tring and the villages.</p> <p>There will be extra train commuters from this site, and the car park at Tring Station is now full by mid-morning, and apparently there is no land for expansion. There is inadequate public transport serving Tring Station.</p>
Include files	
Number	Question 46
ID	LPIO9535
Full Name	Kevin Gurney
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>WITHOUT THE INFRASTRUCTURE AND IMPROVEVENTS TO BOVINGDON ANY FORMAT OF DEVELOPMENT OF BOVINGDON VILLAGE WILL HAVE A NEGATIVE IMPACT ON THE VILLAGE LIFE WE HAVE NOT ENOUGH PARKING . SCHOOL PLACES ,DOCTOR'S ,OR EVEN SEWAGE</p>

	INFRASTRUCTURE. THE DEVELOPMENT OF ANY KIND IS NOT SUITABLE FOR BOVINGDON VILLAGE.
Include files	
Number	Question 46
ID	LPIO9536
Full Name	Adrian miller
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 object to the Local Plan proposal to increase the supply of new housing in Berkhamsted by 1,600 more houses in addition to the 628 recently built and 600 in the current pipeline</p> <p>Berkhamsted population is roughly 17,000 and based on population growth projected at 0.9 % p.a. should be delivering approximately 160 new homes p.a. of which 35% should be affordable. If this approach was taken Berkhamsted could more easily accommodate the growth in terms if infrastructure roads, schools, medical and traffic parking.</p> <p>Secondly almost all the new development areas are in the edge of town and eroding the precious green belt that could serve as amenity space and help buffer the noise and pollution of the nearby A41</p> <p>Berkhamsted through its nature as steep valley town carries too much traffic down its high street. Adding more housing will exacerbate an already serious problem of the Kings Road junction forming large queues daily. How will the 3,200 plus additional cars through building 1,600 more houses be accommodated in terms of traffic flow, safety and pollution.</p>
Include files	
Number	Question 46
ID	LPIO9537
Full Name	Adrian miller
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Hemel Hempstead as a New town has roads, infrastructure and land to accommodate a much higher % of the 5 year land supply. In addition brownfield land is far more plentiful. Consider relocating commercial

	space to outer limits and freeing up more land for residential.
Include files	
Number	Question 46
ID	LPIO9543
Full Name	Jackie Burwell
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 DBC's <i>Local Plan to 2036</i> and to lodge my strong objection to the proposed development of the Green Belt around Kings Langley, including Shendish, which is included in the Parish of Kings Langley.</p> <p>My reasons are as follows:</p> <ol style="list-style-type: none"> Brownfield sites should be explored before Green Belt land is touched. <p>Green Belt land is precious and there for a reason: to prevent the loss of countryside around urban developments and provide areas of natural beauty. In the case of the Kings Langley area, it helps to maintain the village boundaries, and prevents coalescence with other areas. Large scale development around Shendish and Kings Langley will alter the historic and social character of the village. The loss of community and village life will be irrevocable.</p> <ol style="list-style-type: none"> Sustainability: The roads through and around Kings Langley are already choked with traffic at peak times; there are long queues in all directions and especially through Apsley and Kings Langley to get to the major roads such as the M25 and A41. The addition of more and more housing and commercial developments in this area has already increased traffic. The Apsley area has already seen considerable redevelopment in recent years – most recently the new housing estate bordering Shendish, and apartment blocks off Red Lion Lane; a new build on Lower Road; no doubt there are other developments already in the pipeline. This growth in traffic and population is simply not sustainable and has a negative impact on the quality of life for those who live here. We do not have suitable roads to cope with growth at the proposed level. The impact on amenities. Increased numbers of people living in this area will inevitably have an Impact on local services and amenities: it's already getting harder to get a doctor's appointment quickly, park in Kings Langley, travel on trains that are overcrowded; even finding a parking place at Sainsbury's in Apsley at weekends and

peak times is becoming harder because of the sheer volume of cars. Increasing the local population will further squeeze hospital A&E provision and school provision. Again, these factors are diminishing the quality of life in this area as it is, without the addition of further developments.

- 2 **The rural nature of Shendish (HH-h3) and Kings Langley is worth protecting:** The Green Belt land around Shendish, with its golf course, trees (many covered by protection orders) and open landscapes, create an area of rural beauty that can be seen for miles around – especially has it has a hill-side setting. The land at Shendish provides not just an amenity in the form of an 18-hole golf course, but also an area of open parkland for walkers and a haven for wildlife. Loss of any of this, and particularly the golf course (which is a popular amenity) would have a significant impact on the parkland setting of the hotel and the residential houses already there. This is a very sensitive area. Shendish Manor, and the Apsley Manor Farm houses and barns have historical significance; the fact that these houses are subject to many planning and development restrictions because they are either listed, or in the curtilage of the manor house, reinforces their uniqueness. They are protected in order to preserve the character of the estate, and yet the plans consider developing all around Shendish. One of the main reasons for living at Shendish is the parkland/golf course setting and to lose that would not only be devastating for us, its residents, but also a great loss to the wider community who use and enjoy it.

Similarly, the proposed Kings Langley village sites are much valued landscapes and Wayside Farm particularly is important as it maintains one of only two Jersey herds in the county, which provide raw milk to the community. The open land around Kings Langley is part of its charm. It is hardly surprising that so many residents are extremely unhappy about proposed changes to their environment.

5. **Access:** Access routes to proposed developments at Shendish (HH-h3) are a major concern; residents on the Shendish Manor estate are already facing increased traffic over the railway bridge from London Road with the forthcoming extension of Shendish Manor Hotel and further housing developments will have a serious impact on the narrow road with which we enter our estate. There are queues of traffic backing up to and from the traffic lights by the Red Lion pub at peak time already and often it is hard to turn right out of the estate because of this. More traffic will only make this worse.

	<p>In addition, Rucklers Lane is just a lane – how would this be affected by such a large increase in traffic, especially where it joins the London Road under the railway bridge? Again, I do not believe that we have the road structure to cope with such development, and the quality of life for locals will be further compromised.</p> <p>6. Are more commercial buildings really necessary? No more commercial buildings should be built until all existing commercial spaces are fully utilised by businesses</p>
Include files	
Number	Question 46
ID	LP109546
Full Name	Richard Joyce
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Re: Dacorum's Schedule of Site Appraisals (for large greenfield sites) – October 2017</u></p> <p>I would like to bring to your attention my objections, and points to be considered, regarding the above document and specifically related to Site Reference HH-h3. Can you please confirm receipt of this email and that my views are registered in your feedback process.</p> <p>My general objections to the proposed developments are based on historic evidence of the lack of consideration of the impact on the local environment from recent housing developments. These are particularly evident from:</p> <ul style="list-style-type: none"> • The opening of housing at Apsley lock on the corner of Red Lion lane and Lower Road around the Water Mill House Care Home site. Since these houses were opened Red Lion lane is now fully occupied with parked vehicles of the residents, blocking the curb and providing an obstruction to passing traffic. Obviously the planning that was completed to determine the number of cars that new residents would use was inadequate, and now access to the Grand Union canal for recreational purposes is impossible by car, and local traffic using Red Lion lane is congested from the width restrictions. In addition, pedestrians are unable to safely navigate the pavement because of vehicles blocking the route • The opening of housing at Stationers Place on the A4251 opposite Apsley Station has resulted in losing all available free parking for station users, with the residents of the new housing using the layby and street parking 24 hours a day. This now means that no parking is available to anyone using

Apsley station after 6:30am in the morning once the available paid parking in the station forecourt is occupied. Again, a clear example of the lack of forethought used in developing the site and considering the impact on the local infrastructure. This has come at the expense of the local residents like myself who need to commute into London on a daily basis, resulting in an additional commuting cost of c.£1000 a year for the forced use of the paid car parking and no option to use Apsley station after 6:30 in the morning when travelling there by car

Specific comments and objections for the new proposed developments (Site reference HH-h3)

Current use – The document states that there is existing access to Rucklers Lane, this is miss-leading. There is no vehicle access available between the site and Rucklers Lane, there is a footpath from the site, and there is a disused mud track which is not accessible by car. Therefore, any proposed plans for access to Rucklers Lane would be creating a new access point and it should not be portrayed as one already being in place

Proposed use(s) – The document states that it is intended to retain a 9-hole golf course on the site. The existing 18 hole course is the only pay and play (public course) within the area, and serves as a recreational activity for many residents and offers a competitive cost effective option for younger residents wishing to take up the sport. Changing this to a 9-hole (almost certainly pitch and putt) would take away a key recreational service to the residents. In addition, the course as it stands is used by many walkers/runners as a valuable open space.

Affects key environmental designations(s) – The report fails to mention that an area of the identified site (within the areas identified on the map on page 25) in the south eastern corner, is currently subject to a review by the parish council as an area of special environmental/ecological importance, with planning restrictions in place. Notices to this effect have been placed on the access points to the site in question. Why has this not been considered in the document?

Key land use issues raised (1) – The report states that the site does represent a major recreational and area of natural beauty within the community, and is used by many residents for these purposes, in addition to the golf use. The site is part of the heritage of Apsley, with its connections to the historic paper industry and growth of the industrial history of the area. Development of the site, as a greenfield location, would be destroying this local history and depriving residents of the amenities available. Compared to the potential development of agricultural or brownfield sites as other elements of sites of the development plans are identified as being, this appears to be an extreme example of destroying greenbelt facilities.

Key land use issues raised (2) – There is a high level comment regarding access to the new site and this

	<p>fails to mention major issues with the proposed access solutions. Firstly, the existing access to London Road is via a single lane bridge over the railway line, this access is barely suitable for the traffic which already uses the hotel, golf and housing in Shendish. Any plans to develop the site would require a significantly upgraded crossing. The second option mentioned is access via Rucklers Lane (see previous point on this not currently being in place). Any plans to use Rucklers Lane are flawed because of the following basic reasons:</p> <ul style="list-style-type: none"> • The lower part of Rucklers Lane is already subject to full parking on both sides of the road by residents, resulting in a single lane traffic flow between the two rows of parked cars. This already means congestion for traffic entering Rucklers Lane when the traffic lights are red, holding cars wishing to leave the lane in place down the length of the road and tail backs onto the main road as cars queue to access Rucklers Lane • The single lane of traffic results in regular congestion of vehicles trying to pass each other, through the narrow gap, and has seen a number of traffic incidents and accidents as a result of this. The most recent was in October 2017 resulting in serious injury to those involved. • The junction with Hempstead Road (managed by traffic lights) is regularly congested and any increase in traffic into the lane would further compound this. With the junction structure as it is, any potential to develop the junction would be limited in space by the railway bridge which spans the junction. <p>In summary, Rucklers Lane is not capable of supporting the increased flow of traffic which would result from an access point from the new development, and considering the potential restrictions which would need to be introduced to manage traffic using the existing access over the railway crossing, it would be obvious that the provision of a route into Rucklers Lane would form the preferred access for the new residents, rather than the existing London Road access point</p>
Include files	
Number	Question 46
ID	LP109548
Full Name	Ian Yates
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 with reference to the proposed Local Plan development with regard to Bovingdon.</p> <p>Firstly, I am concerned that the sites being proposed are all as I understand it within the Green Belt and</p>

Government at the highest level has only recently pledged that there would be no Green Belt incursions. The sites being proposed would appear to be only those that have been offered by landowners looking to profit from the situation. I have no problem with profit, but am concerned about the use of protected land. What Due Diligence has been carried out to look for other sites or areas within the Borough?

I am also extremely concerned about the impact that a development of potentially over 400 houses would have on the existing infrastructure of Bovingdon. Schools, health services and roads are already stretched and a development of this size would mean existing services could not cope. I believe that the school is already close to capacity as are the surgeries.

Traffic is a problem in Bovingdon and High Street is often difficult to navigate. The bus service regularly gets caught up in jams on High Street. A development that added this number of houses to the village would overwhelm the already cracked transport network and add potentially 25% to the number of dwellings in the village. Green Lane is effectively a single track road as at any time of day, the bottom of the road has normally got vehicles parked on the street as property owners do not have off street parking facilities. Where are these vehicles going to be displaced to as Green Lane will HAVE to be free flowing in both directions? Many of the additional vehicle movements would be generated into Green Lane from sites BOV-h1 and BOV-h2 so the traffic flow would need to be free. Even now, there are normally vehicles parked in Homefield that belong to residents who live on Green Lane, but are unable to park near their properties. Again - where are they going to go?

Four hundred houses equals probably 600 new vehicles (with multiple vehicle movement every day) adding to an already stressed network. Add to those movement the possibility of maybe 400-600 additional children who cannot be fitted in to local schools, the infrastructure problem just grows as do the vehicle movements bussing children elsewhere.

Flooding is a further potential issue. This number of houses would add to the risks of flooding and only last year, houses at the bottom of Green Lane were flooded when rainfall was heavier than usual. What contingencies have been explored to ensure that flooding does not worsen and what would be done before any development to make sure that this would not be worsened?

The village is not able to cope with any further development without the infrastructure being provided beforehand

Include files	
Number	Question 46
ID	LPIO9549
Full Name	Nick Howe
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 place on record my strong objection to the excessive building plans that are being proposed for the town of Berkhamsted and its immediate surrounding areas.</p> <p>The proposals that are initially being outlined are incredibly detrimental to the area and would hugely compromise the countryside, the areas of designated outstanding natural beauty and would place enormous negative pressures on the infrastructure of the town and its transport links.</p> <p>The town is already congested and unable to adequately cope with the demands of the current and visiting population and increases to the degree of those proposed would be damaging and frankly potentially dangerous to people who live and work in the town. The road network includes many roads that are narrow with numerous bends which are hazardous. The schools network is full and the demands on local services would be radically affected by the proposed developments and additional population increase in the community.</p> <p>My views are shared by many people I have spoken to and who live in the area and I/we will formally object to the proposals if they are not withdrawn.</p>
Include files	
Number	Question 46
ID	LPIO9551
Full Name	DAGNA HORNER
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Berkhamsted is already jammed with traffic. There are insufficient parking places and local streets get filled with cars left by commuters or workers in the local businesses and shops.</p> <p>It is extremely hard to get a GP appointment; we have to wait three weeks on average.</p> <p>We need more affordable homes in this town and not more luxurious ones.</p> <p>If, as we have been told, Hemel is 21% below target in house building, then more houses should be built there.</p> <p>Please consider these points before deciding on the Local Plan.</p>
Include files	

Number	Question 46
ID	LPIO9552
Full Name	Catherine Lewis
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 sending this email to confirm my OBJECTIONS to any development of the four greenbelt sites in Kings Langley.</p> <p>I have lived in the Langley's most of my life. From age 8 to 22 in Abbots Langley. After 5 years in Leavesden, I then moved to Kings Langley 15 years ago. Having seen how the once small village of Abbots Langley has been developed and developed until it no longer has borders and sprawls to Leavesden and Watford, I am pained to think this could happen to Kings Langley too.</p> <p>The proposals of over doubling the housing in the village are ludicrous. The infrastructure simply cannot support this. Already there is heavy traffic through the High Street. The Primary School and Senior School are at capacity. As are the doctors and dentists.</p> <p>Please leave this pretty village as it is. With greenbelt intact, for our children to grow up in. We have chosen to live in a village, not a town or city. Please don't make it this against our very deep wishes</p>
Include files	
Number	Question 46
ID	LPIO9554
Full Name	Audrey Rushton
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 Kings Langley village and it horrendous what is being planned. To begin with has anyone thought where all these people who will be in the houses going to fit in. Kings Langley village is full to capacity now., Surgeries, schools and where to park. The High street is impossible always parked up both sides of the road. An accident waiting to happen. Such a shame to make a lovely village a town because that is what is happening. For instance take the hospital which is not in a very good place situated right next door to a Premier League football stadium. At this moment in time the hospital is having to cope with a vast amount of people. I am sure the increase of residents will be a disaster.</p>

Include files	
Number	Question 46
ID	LPIO9556
Full Name	Angela Whyte
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 concerns with the impact of the proposed expansion are largely around the infrastructure strain additional population would bring to the area, i.e. :</p> <ul style="list-style-type: none"> • Roads • Congestion • Schools • Medical facilities • Sewerage • Water • Environment - pollution, threat to wildlife • Loss of Green Belt <p>In particular, I am writing to express my concerns about the proposed development plans for Berkhamsted, especially the area along Ivy House Lane.</p> <p>We understand that there could be access created to Ivy House Lane from Gravel Path. With out without this access development, we would be concerned about the increase in traffic along Gravel Path which is already a road under strain from traffic use.</p> <p>There are 2 traffic “pinch points” to consider in relation to the Ivy House Lane development - the narrow bridges crossing over the main West Coast railway at the bottom of Ivy House Lane and the bottom of Gravel Path. These make the development proposal for Ivy House Lane, with its associated increase in traffic, unfeasible, without considerable infrastructure improvement to address the flow of traffic.</p> <p>There is already concern about the danger increased traffic would cause to the condition of the bridge at the lower end of Gravel Path, the congestion caused by the increase in traffic especially at peak times, the danger to pedestrians posed by speeding vehicles and the health threat due to increased pollution.</p> <p>As a linear town with narrow streets Berkhamsted is ill-equipped to cope with the traffic and population consequences of increased development - especially without considerable investment in infrastructure. It already takes much longer to travel from one end of the town to the other than 5 years ago, vehicles frequently mount paths to get along roads posing threats to pedestrians, parking is out of control, with drivers parking on paths, common land and commuters parking all over town causing difficulties for residents to find parking.</p>

	<p>All in all, Berkhamsted is in danger of becoming overdeveloped and losing the market town character which people are attracted to the town for. As a more recent new town purpose-built to accommodate the overspill of population from London, is Hemel Hempstead not better equipped to cope with additional development and better placed with its links to the M1 and M25, for the necessary infrastructure investment to support such development?</p> <p>Would the answer to the additional housing requirement not be a properly planned new Garden Town of which there are many fine examples to learn from in Hertfordshire - Letchworth Garden City and Welwyn Garden City - and the fabulous success story of Milton Keynes in Buckinghamshire?</p> <p>Whilst additional affordable housing is without doubt needed, we also need to consider the quality of life we would be negatively impacting if the houses are built without the necessary and corresponding supporting infrastructure, ruining a pleasant market town forever.</p>
Include files	
Number	Question 46
ID	LP109558
Full Name	Tom Morkill
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 have lived in Bovingdon for 26 years and In our opinion there is no way that the Bovingdon infrastructure can accommodate 450 additional homes. The traffic flow through the village is already dangerously high, and constantly increasing, and lack of parking is also a significant hazard. While over the next 20 years some new houses on the areas identified may be justified, but before any building plans are approved a parallel improvement plan for handling the environmental, and shortage of public services(schools,medical,etc.) issues,needs to be agreed, and largely implemented,</p> <p>Trying to be constructive I wonder if some kind of bypass could be constructed on the south side of the village which would help to ease the through traffic problem</p>
Include files	
Number	Question 46
ID	LP109559
Full Name	Kevin 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>1 Bovingdon is already creaking at the seams due to too many people and a chronic lack of infrastructure. the proposals put forward by DBC FAIL TO CONSIDER INFRASTRUCTURE NEEDSincluding</p> <p>(a) school places (the primary school is already full)</p> <p>(b) doctors (already full and 1 practice shares doctors with Kings Langley which has its own proposed expansion)</p> <p>(c) roads (as evidenced by trying to get down the high street or the queues up Box Lane at weekends. The Chesham - Hemel Road B4505 is already one of the busiest B roads in the Country and plans to build further houses in Chesham and Hemel will only make this worse!</p>
Include files	
Number	Question 46
ID	LPIO9563
Full Name	Roger Hyslop
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 object most strongly to the proposed excessive increase in new build houses in Berkhamsted.</p> <p>The town is already under unacceptable strain from recently built houses which has put further strain on local resources. I am not aware of any plan to increase the number of schools or surgeries, let alone the parking facilities which are already woefully inadequate.</p> <p>I urge the Council to reconsider its plans to build 1,600 more houses in addition to the 628 recently built and the 600 already planned. This will destroy one of the most picturesque towns in the Chilterns and is totally unnecessary.</p>
Include files	
Number	Question 46
ID	LPIO9564
Full Name	M SHELDON
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 concerns are:</p> <p>A) There would not be enough doctors surgeries and schools.</p> <p>B) We would lose the areas separating Kings Langley from neighbouring villages that give recreational spaces of beauty where families can enjoy exercise and the countryside. This gives many health benefits at present which would be lost.</p> <p>C) Getting to hospital could be made more difficult, and lives could be lost, from new babies, pregnant mothers, middle aged people some of whom are parents, to the elderly.</p> <p>D) The traffic is already too much for the roads to carry at certain times.</p> <p>E) Kings Langley village would no longer be a village. What village life is like at present needs to be considered and protected. The monthly market, the churches, the Doctor's Surgeries, the schools, the dance, fitness, Pilates, yoga classes, community choir, High street parties including the turning on of Christmas lights and festivals on the common.</p> <p>F) Wayside Farm would be lost, which is an important part of the character of the village with its farm shop.</p> <p>I choose to live in Kings Langley because of the surrounding countryside. It has a unique character and should not just become a suburb of Hemel or Watford.</p> <p>Please be very careful when making irreversible decisions that affect peoples quality of life</p>
Include files	
Number	Question 46
ID	LP109565
Full Name	Kevin 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>1 Environment - any significant increase in homes, population and cars will lead to increased pollution, increased water abstraction, loss of soil quality, increased flood risk (Ryder memorial area) and overload the drainage/sewerage systems.</p> <p>Nowhere in the plan is consideration given to walkers and cyclists - already the Chesham- Hemel road contains no provision for cyclists and is extremely dangerous</p>

Include files	
Number	Question 46
ID	LPIO9566
Full Name	Kevin Allen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Any further development on Green Lane would completely overload a narrow road which already has cars parked on it for 30% of its length. Even with the present vehicle flows it is dangerous - any significant increase in cars would be untenable.
Include files	
Number	Question 46
ID	LPIO9567
Full Name	Kevin Allen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We need the Council to represent our views and not bow to crazy Government pressure to build and build in inappropriate locations. All the sites being considered in Bovingdon are on green belt land with no associated consideration for infrastructure which accords with the Government's wholly disjointed approach to planning for population growth. It is crazy to only consider locations put forward by landowners keen to make significant personal gain from land which was never considered appropriate for development (green belt).
Include files	
Number	Question 46
ID	LPIO9568
Full Name	Kevin 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>In Bovingdon we have a disused airfield which is quasi brownfield and already has a prison built on it. It serves as a racetrack and a private airstrip. This land has not been put forward for development, but surely is the logical place to build houses (and associated infrastructure) in the area?</p> <p>It could be accessed directly from the A41, avoiding the problems with the B4505. It could have its own school, doctors and shops and not be linked to Bovingdon by road but only by footpath.</p>
Include files	
Number	Question 46
ID	LPIO9569
Full Name	Richard Joyce
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Re: Dacorum's Schedule of Site Appraisals (for large greenfield sites) – October 2017</u></p> <p>I would like to bring to your attention my objections, and points to be considered, regarding the above document and specifically related to Site Reference HH-h3. Can you please confirm receipt of this email and that my views are registered in your feedback process.</p> <p>My general objections to the proposed developments are based on historic evidence of the lack of consideration of the impact on the local environment from recent housing developments. These are particularly evident from:</p> <ul style="list-style-type: none"> • The opening of housing at Apsley lock on the corner of Red Lion lane and Lower Road around the Water Mill House Care Home site. Since these houses were opened Red Lion lane is now fully occupied with parked vehicles of the residents, blocking the curb and providing an obstruction to passing traffic. Obviously the planning that was completed to determine the number of cars that new residents would use was inadequate, and now access to the Grand Union canal for recreational purposes is impossible by car, and local traffic using Red Lion lane is congested from the width restrictions. In addition, pedestrians are unable to safely navigate the pavement because of vehicles blocking the route • The opening of housing at Stationers Place on the A4251 opposite Apsley Station has resulted in losing all available free parking for station users, with the residents of the new housing using the

layby and street parking 24 hours a day. This now means that no parking is available to anyone using Apsley station after 6:30am in the morning once the available paid parking in the station forecourt is occupied. Again, a clear example of the lack of forethought used in developing the site and considering the impact on the local infrastructure. This has come at the expense of the local residents like myself who need to commute into London on a daily basis, resulting in an additional commuting cost of c.£1000 a year for the forced use of the paid car parking and no option to use Apsley station after 6:30 in the morning when travelling there by car

Specific comments and objections for the new proposed developments (Site reference HH-h3)

Current use – The document states that there is existing access to Rucklers Lane, this is miss-leading. There is no vehicle access available between the site and Rucklers Lane, there is a footpath from the site, and there is a disused mud track which is not accessible by car. Therefore, any proposed plans for access to Rucklers Lane would be creating a new access point and it should not be portrayed as one already being in place

Proposed use(s) – The document states that it is intended to retain a 9-hole golf course on the site. The existing 18 hole course is the only pay and play (public course) within the area, and serves as a recreational activity for many residents and offers a competitive cost effective option for younger residents wishing to take up the sport. Changing this to a 9-hole (almost certainly pitch and putt) would take away a key recreational service to the residents. In addition, the course as it stands is used by many walkers/runners as a valuable open space.

Affects key environmental designations(s) – The report fails to mention that an area of the identified site (within the areas identified on the map on page 25) in the south eastern corner, is currently subject to a review by the parish council as an area of special environmental/ecological importance, with planning restrictions in place. Notices to this effect have been placed on the access points to the site in question. Why has this not been considered in the document?

Key land use issues raised (1) – The report states that the site does represent a major recreational and area of natural beauty within the community, and is used by many residents for these purposes, in addition to the golf use. The site is part of the heritage of Apsley, with its connections to the historic paper industry and growth of the industrial history of the area. Development of the site, as a greenfield location, would be destroying this local history and depriving residents of the amenities available. Compared to the potential development of agricultural or brownfield sites as other elements of sites of the development plans are identified as being, this

appears to be an extreme example of destroying greenbelt facilities.

Key land use issues raised (2) – There is a high level comment regarding access to the new site and this fails to mention major issues with the proposed access solutions. Firstly, the existing access to London Road is via a single lane bridge over the railway line, this access is barely suitable for the traffic which already uses the hotel, golf and housing in Shendish. Any plans to develop the site would require a significantly upgraded crossing. The second option mentioned is access via Rucklers Lane (see previous point on this not currently being in place). Any plans to use Rucklers Lane are flawed because of the following basic reasons:

- The lower part of Rucklers Lane is already subject to full parking on both sides of the road by residents, resulting in a single lane traffic flow between the two rows of parked cars. This already means congestion for traffic entering Rucklers Lane when the traffic lights are red, holding cars wishing to leave the lane in place down the length of the road and tail backs onto the main road as cars queue to access Rucklers Lane
- The single lane of traffic results in regular congestion of vehicles trying to pass each other, through the narrow gap, and has seen a number of traffic incidents and accidents as a result of this. The most recent was in October 2017 resulting in serious injury to those involved.
- The junction with Hempstead Road (managed by traffic lights) is regularly congested and any increase in traffic into the lane would further compound this. With the junction structure as it is, any potential to develop the junction would be limited in space by the railway bridge which spans the junction.

In summary, Rucklers Lane is not capable of supporting the increased flow of traffic which would result from an access point from the new development, and considering the potential restrictions which would need to be introduced to manage traffic using the existing access over the railway crossing, it would be obvious that the provision of a route into Rucklers Lane would form the preferred access for the new residents, rather than the existing London Road access point

Include files	
Number	Question 46
ID	LPIO9570
Full Name	Angela Whyte
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 concerns with the impact of the proposed expansion are largely around the infrastructure strain additional population would bring to the area, i.e. :</p> <ul style="list-style-type: none"> • Roads • Congestion • Schools • Medical facilities • Sewerage • Water • Environment - pollution, threat to wildlife • Loss of Green Belt <p>In particular, I am writing to express my concerns about the proposed development plans for Berkhamsted, especially the area along <u>Ivy House Lane</u>.</p> <p>We understand that there could be access created to Ivy House Lane from Gravel Path. With out without this access development, we would be concerned about the <u>increase in traffic along Gravel Path</u> which is already a road under strain from traffic use.</p> <p>There are 2 traffic “pinch points” to consider in relation to the Ivy House Lane development - the narrow bridges crossing over the main West Coast railway at the bottom of Ivy House Lane and the bottom of Gravel Path. These make the development proposal for Ivy House Lane, with its associated increase in traffic, unfeasible, without considerable infrastructure improvement to address the flow of traffic.</p> <p>There is already concern about the danger increased traffic would cause to the condition of the bridge at the lower end of Gravel Path, the congestion caused by the increase in traffic especially at peak times, the danger to pedestrians posed by speeding vehicles and the health threat due to increased pollution.</p> <p>As a linear town with narrow streets Berkhamsted is ill-equipped to cope with the traffic and population consequences of increased development - especially without considerable investment in infrastructure. It already takes much longer to travel from one end of the town to the other than 5 years ago, vehicles frequently mount paths to get along roads posing threats to pedestrians, parking is out of control, with drivers parking on paths, common land and commuters parking all over town causing difficulties for residents to find parking.</p> <p>All in all, Berkhamsted is in danger of becoming overdeveloped and losing the market town character which people are attracted to the town for. As a more recent new town purpose-built to accommodate the overspill of population from London, is Hemel Hempstead not better equipped to cope with additional development and better placed with its links to the M1 and M25, for the necessary infrastructure investment to support such development?</p>

	<p>Would the answer to the additional housing requirement not be a properly planned new Garden Town of which there are many fine examples to learn from in Hertfordshire - Letchworth Garden City and Welwyn Garden City - and the fabulous success story of Milton Keynes in Buckinghamshire?</p> <p>Whilst additional affordable housing is without doubt needed, we also need to consider the quality of life we would be negatively impacting if the houses are built without the necessary and corresponding supporting infrastructure, ruining a pleasant market town forever.</p>
Include files	
Number	Question 46
ID	LP109574
Full Name	Amanda Goodman
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'm unable to attend the exhibition today in the Village Hall, so thought I would send an email instead. I've been a resident of Markyate for 45 years and never has it been as bad as it is now since the last build Silverbrook. Which caused total mayhem and locals were promised the earth and received nothing in return.</p> <p>New doctors surgery shops etc were promised and nothing produced even years later apart from empty units. Parking, doctors and school all full to capacity how can you even think of adding new homes.</p> <p>Definitely not in favour, and I definitely think you will have more of a fight on your hands this time considering the mess of the last development.</p>
Include files	
Number	Question 46
ID	LP109576
Full Name	John 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>. PROPORTIONALITY</p> <p>The total potential for new houses for Tring is out of proportion to the town's size in relation to the District. Any development should recognise Tring's</p>

	<p>present number of dwellings as a proportion of the District's total.</p> <p>1 CHARACTER OF TOWN</p> <p>Tring is a well-liked community, and the residents value it for its character and, particularly, the surrounding countryside. The maximum potential development would destroy what we have.</p> <p>1 INFRASTRUCTURE</p> <p>The town centre, with its narrow streets, is at traffic saturation point and at busy times the car parks are already oversubscribed. Extra houses would invariably draw in more commuters and the station car park is already full by 0830, with no solution to this problem.</p>
Include files	
Number	Question 46
ID	LPIO9577
Full Name	Mrs Victoria Gentle
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 oppose the proposed developments for Tring 2036 for the following reasons;</p> <ol style="list-style-type: none"> 1 The number of houses to be built is too many for the area and will spoil the character/infrastructure of the existing town leading to increased traffic and pollution. 2 The increase in housing will put a strain on already stretched local amenities. <p>Tring and the Chilterns are an area of outstanding natural beauty and the Ancient woodlands and biodiversity of the area will be ruined.</p>
Include files	
Number	Question 46
ID	LPIO9578
Full Name	John 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>1 GREEN BELT</p> <p>The Green Belt land between Tring and Tring Station (alongside Station Road) is particularly attractive and should not be sacrificed. It really should be in the AONB, as is the land on the opposite side of Station Road. Any development here would adversely affect the setting of the AONB</p>
Include files	
Number	Question 46
ID	LPIO9579
Full Name	John 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>. BROWNFIELD SITES</p> <p>It occurs to me that the District should be looking at Bovingdon Airfield as a development site. It is a large flat area already degraded by concrete runways and dubious activities; it would actually be an improvement to be rid of it.</p>
Include files	
Number	Question 46
ID	LPIO9581
Full Name	Stephen Watkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	No
Your response - Please add your response here	<ol style="list-style-type: none"> 1 All 4 proposed sites have their own problems attached to them. 2 The village flooded this year, at the bottom of Green Lane and High Street, known locally as "The Docks" In fact, the village has been the subject of flooding for well over 100 years. Details of this are to be found in Bovingdon Library. 3 The Hempstead Road still floods every time there is rain greater than a shower. This is also the second busiest 'B' road in Hertfordshire as stated by Councillor Richard Roberts. 4 There has been unrest at the Mount Prison this year, which we believe is at capacity levels.

	<p>5 When we have heavy snow, Box Lane / Hempstead Road is unable to cope with even the lightest traffic as it becomes impassable. As I write this email, it has been the subject of a heavy snow fall over the night of 9th December and all day today, 10th December. Several cars are, at present, abandoned.</p> <p>How can we possibly take more housing??</p>
Include files	
Number	Question 46
ID	LPIO9584
Full Name	Ms Claire Samson
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 local resident of Berkhamsted I am writing to give my views on the housing consultation on the Local Plan. I am not in support of the local Plan and the options that are proposed. It will build on the limited green belt and fails to show how the council is going to deliver affordable housing or address the severe lack of investment in supporting infrastructure. Services and facilities in Dacorum are already under chronic pressure ; things like roads, parking, playgrounds, schools, health services, sewers, water and utilities. I think that green belt should be left for the purpose for which it was intended. The housing proposed is likely to mean that speculators make vast profits from expensive homes rather than providing a significant amount of affordable housing including social housing. Local people, particularly young people, as well as carers, teachers and NHS staff we rely on to help the community cannot afford to buy or rent locally as we are very short of suitable and affordable supported housing. The council need to think of the impact that recent housing developments have already had on the community, traffic, air pollution and road safety etc before they plan even more building developments.</p>
Include files	
Number	Question 46
ID	LPIO9589
Full Name	Mark Somervail
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p data-bbox="850 170 1050 203">1 Green space</p> <p data-bbox="823 255 1474 349">The plans do not adequately cover parks and green space which need to be within a child's walking distance of each development.</p> <p data-bbox="823 405 1474 528">Some of the proposed development areas include existing small woods & copses which should be preserved and incorporated into green spaces within the new developments.</p> <p data-bbox="823 584 1474 645">Examples include the 2 copses in the middle and North sides of area Be-h4.</p> <p data-bbox="850 701 1166 734">1 Roads & bus services</p> <p data-bbox="823 790 1474 884">The new developments need to have adequate access roads which are safe for pedestrians and wide enough to support local bus services.</p> <p data-bbox="823 940 1474 1064">The existing access roads for the developments Be-h4 Be-h6 and Be-h8 are already at full capacity and unable to support any new development, never that on the proposed scale.</p> <ul data-bbox="850 1075 1474 1646" style="list-style-type: none"> • Bell Lane is a very narrow single track road which is already too narrow for passing vehicles. • Darrs Lane is a single track road through woods and is congested at peak times and already prone to accidents. • Bell Lane and Darrs Lane are too narrow for buses. • Bell Lane and Darrs Lane are too narrow for footpaths and are already dangerous for pedestrians. • Shootersway is currently the main access to the A41 and in peak times it already often has a 1 km traffic queue from the Kings Road junction back to Shootersway Lane. There is already noticeable pollution from the queuing traffic and this would adversely affect existing residents and those of the new housing. This will be far worse when the development at the top of Durrants Lane is completed. <p data-bbox="823 1702 1474 1762">To mitigate these issues, the new developments at Be-h4 Be-h6 and Be-h8 will require:</p> <p data-bbox="850 1818 1445 1912">1 A new junction on the A41 at the NW end of Shootersway to take traffic away from the High Street.</p> <p data-bbox="850 1968 1474 2094">1 A new link road between the NW end of Shootersway and Tring Rd at Two Ponds Lane to take traffic to the A4251 and allow local bus services to operate in a loop around the town. A</p>

	<p>bus loop would reduce the amount of traffic through the town and reduce the need for extra parking at the station.</p> <p>An example of an existing development with wholly inadequate road access is the Watermead development on the North side of Aylesbury. The entire estate is accessed through a single road, ie Watermead, which is very congested at peak times.</p>
Include files	
Number	Question 46
ID	LP109590
Full Name	G D Simpson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>LOCAL PLAN FOR TRING – Sites Tr-h1 – 6</u></p> <p>I am strongly opposed to the inclusion of the above Sites being developed for the following reasons:-</p> <ul style="list-style-type: none"> . Tring is part of the Chilterns AONB and surrounded by Green Belt, substantial building will have major impact on wildlife and loss of valuable farmland. . Urban sprawl . Traffic congestion leading to increased pollution . No detailed plans for infrastructure, eg: schools, car parking problems in Tring <p>Increased development of Tring would lead to the decimation of an invaluable green corridor entrance and exit to this historic market town and would increase, to unacceptable levels, car, commercial vehicle and heavy lorry traffic causing congestion, unsafe road conditions and pollution.</p> <p>Tring is already under severe pressure of a high road that struggles to cope with traffic load, doctors surgeries and schools that struggle to cope with the numbers they now have to deal with (especially since many outlying village surgeries have closed and patients now have to attend Tring surgeries) where facilities for Disabled people are woeful.</p> <p>I would ask you to reconsider the above proposals and help to maintain the unique character of Tring.</p>
Include files	
Number	Question 46
ID	LP109592
Full Name	Mark Somervail
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>1 Rail services</p> <p>Ideally the new developments should be as near as possible to railway stations. A good example of this is the North side of Aylesbury around the new station of Aylesbury Vale Parkway.</p> <p>The developments at Tr-h1 and Tr-h5 are reasonably close to Tring Station. The Strategic Plan could incorporate more housing in the area of Tring Station.</p>
Include files	
Number	Question 46
ID	LPIO9593
Full Name	C R Simpson
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>LOCAL PLAN FOR TRING – Sites Tr-h1 – 6</u></p> <p>I am strongly opposed to the inclusion of the above Sites being developed for the following reasons:-</p> <ul style="list-style-type: none"> - Tring is part of the Chilterns AONB and surrounded by Green Belt, substantial building will have major impact on wildlife and loss of valuable farmland. - Urban sprawl - Traffic congestion leading to increased pollution - No detailed plans for infrastructure, eg: schools, car parking problems in Tring <p>Increased development of Tring would lead to the decimation of an invaluable green corridor entrance and exit to this historic market town and would increase, to unacceptable levels, car, commercial vehicle and heavy lorry traffic causing congestion, unsafe road conditions and pollution.</p> <p>Tring is already under severe pressure of a high road that struggles to cope with traffic load, doctors surgeries and schools that struggle to cope with the numbers they now have to deal with (especially since many outlying village surgeries have closed and patients now have to attend Tring surgeries) where facilities for Disabled people are woeful.</p>

	I would ask you to reconsider the above proposals and help to maintain the unique character of Tring.
Include files	
Number	Question 46
ID	LPIO9594
Full Name	Daniel 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>I attended the Green Belt meeting at Kings Langley Secondary School about the proposal of hundreds/thousands of new homes within Kings Langley. There are a few points I'd like to state which are of concern to myself and others I have spoken to who also live in Kings Langley;</p> <ol style="list-style-type: none"> 1.. It would completely change the character of the traditional village and would end up as part of Hemel Hempstead town, with the hustle and bustle. 2. Watford Road (Kings Langley High Street) has already become over-loaded with long traffic hold-ups at many times of the day. As a student who has to travel to West Herts College in Watford, it has often taken me up to two and a half hours to travel from Kings Langley High Street to Hunton Bridge, and as a result, I sometimes arrive late. 3. It is often now difficult to join the High Street from the village side roads because of traffic density. Any further development could bring traffic movement to a standstill at busy times. This in turn will cause air pollution problems. 4. We have a lot of wildlife in the field behind our house on Hill Farm, where I live (e.g. deer, bats, foxes, muntjac and many birds). By building on this Green Belt land, it will result in their habitats being destroyed and taken from them. <ol style="list-style-type: none"> 1 Loss of Green Belt land and open spaces, would be a tragedy for wildlife and the character of Kings Langley. 6. Current primary/secondary schools and doctors surgeries are already at full capacity and therefore the village wouldn't be able to cope with more residents. 7. I feel strongly that Brownfield Sites and the many empty houses that are already vacant, should be used first. 8. The three roads leading to the High Street from the Chipperfield side of the village (Vicarage Road, Common Lane and Langley Hill) are very narrow roads and are heavily congested at many times of the day. The roads simply couldn't cope with any more traffic..

	<p>9. We also have grazing rights for part of the field on Hill Farm (one of the proposed sites) for our goats to live and graze there. By developing on this land, they would lose their home along with other wildlife.</p> <p>I hope my points will be taken into account, I know myself and many of the residents in Kings Langley feel incredibly strongly about our village being destroyed.</p>
Include files	
Number	Question 46
ID	LPIO9595
Full Name	Deborah Bennett
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 resident of Ivy House Lane in Berkhamsted and object to the proposal to develop site Be-h-3</p> <p>Response to Q46 of the Local Plan questionnaire.</p> <p>- Ivy House Lane is a narrow single track lane which is completely unsuited to the carriage of the materials and equipment required to build such a development nor to cope with the resulting increase in local residential traffic. The lack of local public transport options will further exacerbate the problem. All exits from IHL are narrow whether towards Potten End, George St or Bank Mill Lane. Increased traffic on the scale proposed would cause traffic bottlenecks in all feasible exits and raise the risk to residents walking and exercising in the area (no footpaths) and to local wildlife. There would be significant additional pressure in Gravel Path/Station Road/ Ellesmere Road and the surrounding lanes. This part of Berkhamsted is just not suited to this kind of growth. (Section 4 of the NPPF refers to sustainable transport issues which are not fulfilled if this site is built.)</p> <p>- the town has insufficient infrastructure to cope with this scale of housing increase. Parking is a nightmare and we already find it extremely difficult to get appointments with our Doctor.</p> <p>- Berkhamsted has already built 34% more housing than the target with 10 years of housing already built in 5 years of the current plan. Hemel is currently 21% below target so additional housing should be put there.</p>
Include files	
Number	Question 46
ID	LPIO9596
Full Name	Ben Baruch
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 like to object to the proposed development of green belt land in and around Kings Langley. It should not happen to this village, as the infrastructure and roads (e.g. Vicarage Lane) are already overburdened
Include files	
Number	Question 46
ID	LPIO9598
Full Name	Wayne Church
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 oppose the proposed development of Bovingdon. Whilst I understand the pressures being enforced by central government it is essential that existing strong and well functioning village communities are maintained and not destroyed by over development.</p> <p>I have lived in Bovingdon for 35 years and seen significant development in that time but in recent years the effects of traffic in the high street have brought the village to a standstill on several occasions. Bovingdon has few alternative routes to avoid the high street, the only viable option being Green Lane. This option is not an option. Three of the four developments would feed on to Green Lane and the road can't take that increase in traffic volume. At the high street end it is a conservation area and it is the main route for all the community leading to the football club, tennis club, village green and dog walking areas. There is a high number of children and dog walkers and there is a very high risk of serious accidents or even deaths if any of the proposals are pursued.</p> <p>I live in Homefield which is a small cul de sac leading on to Green Lane. It is a blind exit but has very few cars entering and exiting each day. With the proposed development these figures would rise considerably . Green lane has already become a relief road for the high street and, being a longer route to the Chesham road, inevitably leads to cars speeding towards the leisure areas mentioned previously.</p> <p>In addition, when it rains the volume of water that runs off of the field is staggering. Any loss of soakaway can only exacerbate the situation. Even people who had never heard of Bovingdon will have seen it on the national news under water last year during a period of heavy rain!</p>

	<p>There are insufficient school places available to accommodate any increase in housing, and the village does not have a secondary school or major places of employment, thus again increasing the traffic flow in & out of the village on already over stretched B roads.</p> <p>In recent years my wife received a letter from the council stating that if the Bovingdon community did not oppose the proposed development of Molyneaux Avenue that would satisfy all requirements for the village. Since then we have seen several larger developments granted such as the McCarthy and stone in Hempstead Road and now, apparently Hyde Meadows. That excludes any smaller projects of which there have been many.</p> <p>Bovingdon may not be picture perfect but it the very essence of community spirit, and for these reasons I strongly oppose any further development in the village.</p>
Include files	
Number	Question 46
ID	LP109599
Full Name	MR AJAY GILL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Introduction</p> <p>I am a resident of Kings Langley and have lived at The Courtyard, Shendish since 2002. During this time there have been a number of planning applications to develop housing on Shendish land but these have always been rejected by Dacorum BC planning as inappropriate to the Green Belt.</p> <p>the Green Belt serves five purposes:</p> <ol style="list-style-type: none"> 1 To check the unrestricted sprawl of large built-up areas 2 To prevent neighbouring towns merging into one another 3 To assist in safeguarding the countryside from encroachment 4 To preserve the setting and special character of historic towns 5 To assist in urban regeneration, by encouraging the recycling of derelict and other urban land <p>Dacorum BC local development plan proposals include</p> <ul style="list-style-type: none"> • Shendish Manor Estate - 900 houses + Primary school • Wayside Farm – Offices and up to 2000 houses • Hill Farm – 280 houses • Rectory Farm – up to 200 houses

It would be fair to say that the proposals from Dacorum BC for housing to be built on the four sites breaches all of the five green belt safeguards.

- **Loss of valuable farmland.** If we allow continual encroachment into the Green Belt then its purpose and effectiveness will become less and less. Once built on the land is lost forever. The decision to include working farmland into the review at a time of massive uncertainty with Brexit looming is not only misguided but removes agricultural opportunity for future generations. The farms circling Kings Langley add to its character as an historic village, dating back centuries, and submitting to urban sprawl defeats the whole objective of Green Belt protection
- The Green Belt helps preserve the characteristics of Kings Langley village. The erosion of Green Belt land surrounding it would mean it may lose its village heritage and become a town which could then lead to further building pressures from retail and other service outlets.
- **Brown Field Sites-** The Green Belt is meant to ensure that housing and other development concentrates on regenerating brown field sites, but there are no brown field proposals from Dacorum BC. We also don't know which sites already have planning consent but have still to be built on. What confidence or guarantee do we have that ensures all brownfield sites are included and developed before Green Belt land is sacrificed?

For example the Kodak building in Hemel town centre was converted into housing recently. Westside Business Centre was vacated when BT moved to Leavesden around 10 years ago. Since then the site has never been fully occupied and even today looks no more than half let, based on all the empty car parking spaces. Given there are still unoccupied offices on the Maylands estate (Diamond Point for instance) and at Leavesden, why could this whole building not be converted to housing given its size and location opposite the Paper Mill and Nash Mills housing developments?

The same could also be said for the County Council office blocks in Apsley1 and Apsley2. Why has Herts CC located into Apsley when there has been vast office space available in Maylands and Leavesden and a need for local housing? In fact the whole question of why the County Council should take up this space, which could easily have been diverted to housing, whilst proposing to sell off valuable farmland to meet housing targets requires proper scrutiny.

- **Developing to the very boundaries of Dacorum BC** takes no account of proposed developments in Three Rivers where there has been significant housing development at Hunton Bridge and up towards Kings Langley. There is a real possibility that if this encroachment continues then we could be left in the future with an urban sprawl from Watford and Bushey all the way into Hemel Hempstead. Having already suffered the Manor Estate encroachment, the loss of more green belt land at and around Shendish will eventually join

Hemel Hempstead beyond Apsley and into Kings Langley. This surely is contributing to urban sprawl of the most obvious but unwanted kind.

- **The Green Belt land at Shendish** is designated for outdoor and recreational purposes, having resisted several planning applications in the past on grounds of breaching the Green Belt. Losing this land means it can never be reclaimed, and reduces the amount of recreational land available to an increasing population in DBC. The same applies to the farmland and woodland that adjoins Shendish.
- The potential development at Shendish will restrict the opportunity for people to enjoy outdoor activities and recreation. The designation of Shendish Manor, after it was used by the Dickinson Family, was for sports and recreational purposes. It was their sports club complex from 1934. It was later, in 1994, converted into a sports and hotel complex, with the latest owners investing heavily into the facility, with a plan to build a Spa and Conference Centre. Building housing around the Shendish estate will destroy the rural aspects of the site, and severely diminish sporting and recreational facilities in DBC, where these proposals will add huge numbers to the local population.

The proposal currently absorbs all the golf course land, which will significantly reduce the appeal of the Shendish Hotel, which could then result in an application to convert to residential. The loss of Shendish will significantly diminish DBC's appeal to attract new business into their borough's business estates like Maylands.

- The land adjoining Shendish Manor is a popular location for ramblers, local dog walkers, and the young adventurers from Phasells Wood camp site. The loss of this land would mean that local residents would all have to drive to other open spaces to continue their recreational activities.
- The land adjacent to the Shendish access road is farmland which has, for all the years I have lived here, been used to graze cattle and provide grass for animal feed. The arguments against developing Wayside Farm and others equally apply to this land.
- The road access into Shendish Manor is restricted to a single road bridge which is not suitable for heavy traffic. There have already been concerns raised with the hotel about the additional traffic when their new spa complex is built.
- **Environmental Issues**- There are a host of specimen trees which were planted many years ago as an overspill arboretum from Kew Gardens. All these trees make Shendish a place of environmental importance to the area, and the trees need to be preserved and protected.
- **Traffic Issues**. The volume of traffic along the Hempstead/London Road has reached unsustainable levels. Over recent years Apsley has seen the development of the Sainsburys, Bunnings, Wicks and Dunelm Retail outlets which

has drawn huge volumes of shopping traffic into the area. Then there have been the housing developments on the Apsley Paper Mill sites, the Nash Mills sites and the Manor Estates totalling I'm told some 2500 houses. All these developments have contributed to huge traffic congestion into the Kings Langley area.

Added to this has been the traffic generated by the County Council Offices in Apsley 1 and Apsley 2 office blocks, and also from the Westside Office complex, where on the 18th November I counted over 800 cars parked in their car parks, with a further possible 200 empty spaces in Westside, due to the centre being only partially let. The HCC car parks were full to bursting with several cars waiting for spaces to be vacated. The entry point roundabout, where all these vehicles access and exit these sites, is within 50 metres of the access road into Shendish. Traffic volumes increase even further with visitors and deliveries to these sites, and so the proposal to add 900 dwellings on to the Shendish site can only add to the existing traffic congestion.

Examples of the type of congestion we regularly face

- Driving to the M25 from Shendish can regularly take more than 20-30 minutes from 7 to 9.30am. People from Hemel and the surrounding district use the roads through Kings Langley to avoid the A41 to join the M25 junction
- The London/Hempstead Road becomes totally log jammed, morning and evening each day, with traffic entering and leaving the Westside and County Council offices. Journey times can be increased by up to 20-30 minutes because of this congestion.
- The whole area can become grid locked when there is an accident on the M1, M25, or the A41.

o Rutblers Lane is in some places just a single track lane, particularly at the Red Lion junction. It is wholly unsuited to any additional housing traffic if access were to be made from Shendish.

• **Other local services issues.**

- When I was at the Nap Surgery recently, I was told their new extension was to cope with the 1,200 new patient registrations they've had during 2016. This sharp increase in patient numbers has put the surgery under intense pressure. They are continuing to struggle coping with current patient numbers.
- Kings Langley School has recently been redeveloped to cope with the existing numbers intake. I am told the new academy school is not bound to take any more numbers than it already has. There are no other secondary schools in the Kings Langley area. (excluding Rudolph Steiner School which is an independent school)
-

For all the reasons above I totally object to any loss of green belt land in Kings Langley Parish.

Include files

Number	Question 46
ID	LPIO9600
Full Name	Carina De Coninck
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 object to the following building developments for Kings Langley</p> <ul style="list-style-type: none"> - Shendish - Rectory Farm - Wayside Farm - Hill Farm <p>If the planned developments on these sites went ahead I strongly believe this would bring the following</p> <ul style="list-style-type: none"> - additional traffic when there is already considerable traffic through a narrow high street - lack of parking when there is already very limited parking in the village - an overrun on the services including schools, shops, restaurants - on overrun on the train service for commuters which is already jam packed - lose the village character of Kings Langley which attracted us and many to the area - lose the beautiful green fields which also attracted us and many to the area
Include files	
Number	Question 46
ID	LPIO9603
Full Name	Mr Guy 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>Berkhamsted is a small market town in a fairly narrow, fairly steep valley, bounded by justifiably protected areas and bisected by the canal and railway line. It has already experienced considerable growth in recent years with no concomitant provision of infrastructure. Doctors' surgeries and local schools are all under pressure, as are elements of the physical infrastructure such as water supply and drainage. It seems that housebuilding in</p>

	<p>Berkhamsted has substantially exceeded the previous targets, while other parts of the borough have not met theirs. A dispassionate assessment of this might conclude that developers find it more lucrative to build large houses here rather than more, and more affordable, dwellings, either here or elsewhere.</p> <p>The sort of piecemeal but relatively substantial developments proposed for the periphery of the town are large enough to contribute to traffic congestion, pollution, and additional strain on infrastructure of various kinds, but could (and will) be argued to be not big enough to justify an investment in infrastructure, which is better, and more cost-effectively achieved with a substantial development or a new town.</p> <p>Berkhamsted has become a commuter town with very little employment locally and very restricted access to the railway station or other forms of public transport.</p> <p>A market town of this size is defined, in a way, by the ability of a proportion of the population to be able to walk into the centre and back home without difficulty or the need for transport. The valley sides and increasing age of the population here are already reducing this number, which in tandem with the lack of local employment opportunities increases car usage and parking difficulties. It is very hard to see how more building on the outskirts of the town, and at the top of the hills can be justified on this basis.</p>
Include files	
Number	Question 46
ID	LPIO9604
Full Name	Miss Hannah Turner
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 just spoken to my parents who are residents of Shendish Manor and I'm totally shocked and appalled at the proposed plans from Dacorum Borough Council to build 900+ homes on the Green Belt Land and I would like to object against this and provide my arguments below.</p> <p>Having been a resident of Shendish Manor in Kings Langley for 25 years and having grown up there I have a number of arguments as to why the planning on Green Belt, particularly at Shendish Manor should not go ahead.</p> <p>Green belt - if green belt is meant to protect and safeguard the country side how can plans be suggested? I do not believe that the other options have been explored properly there are plenty of other areas that would be perfectly suitable.</p>

Adults and children of all ages use Shendish Manor for a range of uses and it's very popular with walkers - there are not many places you can go these days to get a "countryside walk" and getting rid of this deprives the local community from it. Also I also don't believe people will be attracted to Shendish Manor for weddings, conferences, breaks away (they obviously won't be able to play golf if there is no golf course) if there isn't the golf course and surrounding land! And I therefore feel that Shendish Manor would go out of business. Which would affect the local business and those that work there (my mother works there and a number of locals)

I have heard that the new owner of Shendish may have motive to push this as he stepped down and his son has taken a key role in the housing company looking to building these 900+ homes, so it looks like this may have been the whole reason he bought into Shendish Manor all along. It seems more of a business deal for his own company than to preserve and look after such a beautiful local green belt site.

Farmland - if we lose the protected farmland it not only loses business for future farming generations but also loses charm of the area. It will no longer be a village and it will just turn into another built up urban area, which will decrease the appeal for people to move to the area. This could also have a further detrimental effect on the business in Kings Langley, we have a lot of independent shops which could get taken over by bigger chains.

Aside from farmland we also have a number of protected trees, badger setts and other wildlife that need to be protected.

Access & Traffic - the road is already busy when large weddings and conferences are held at the Manor and the single entry exit point is not suitable for greater traffic. We have already seen the major impact this can have on the massive housing development that has recently been built on the Manor Estate. This would also further add to the local traffic and London Road which is already pretty unbearable would become far too congested. It can already take 45mins to get to Sainsburys from Shendish if you go at the wrong time. From Shendish Manor to the M25 is also complete chaos in rush hour which adds at least 30mins onto your journey when trying to get onto the M25, the bypass or into Watford. And as for Apsley I think everything he avoids it and goes up the back roads due to the heavy traffic with all the recent developments this has been increased significantly.

I really could go on, but I feel these are the most relevant issues to highlight my objection to the development of any green belt land in Kings Langley.

Include files	
Number	Question 46
ID	LPIO9605
Full Name	Mr Guy Dawkins
Company / Organisation	
Position	

Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	In contrast further developing an already large urban area has the potential to enhance infrastructure, justify expenditure on public transport, provide local employment and in general create something of a virtuous circle.
Include files	
Number	Question 46
ID	LPIO9606
Full Name	Mr Guy Dawkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The size and geography of Berkhamsted, where it is extremely difficult to see how one could improve even the roads, does not have this potential. Rather, excessive and inappropriate development has the potential to destroy the current market town environment without conferring any of the benefits just mentioned.
Include files	
Number	Question 46
ID	LPIO9609
Full Name	Mr Guy Dawkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	If we are to have homes they should be affordable, or better still, social to accommodate the teachers, carers, nurses and other essential professionals who can no longer afford even to rent locally. It seems that developers have been known to undertake to provide a proportion of 'affordable' homes, but once they have the contract signed find all manner of reasons to explain why they cannot actually deliver quite what they promised. The same thing may be said for environmental improvements, play areas or, sometime, even pavements.
Include files	

Number	Question 46
ID	LPIO9612
Full Name	Mr Guy Dawkins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Hemel Hempstead is a fair sized urban centre with a large industrial estate and clear aspirations to grow. Its geography lends itself to this, and within a few years could expand to a size that would justify infrastructure and transport improvements unimaginable in a place the size of Berkhamsted.
Include files	
Number	Question 46
ID	LPIO9614
Full Name	David Ashall
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 like to register and express my strong objection to green belt development around Tring in particular the Dunsley Farm site and that along Station Road. Tring is a small market town and in an area of outstanding natural beauty which this would have a catastrophic impact on the local environment, additionally the local infrastructure is quite unsuited to this development.
Include files	
Number	Question 46
ID	LPIO9616
Full Name	Mrs Lucy McRae
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The charming, small village of Kings Langley would change beyond measure (and not for the good) if such large housing developments went ahead there.

	<ul style="list-style-type: none"> - We would feel great sadness at losing the herd of jersey cattle at Wayside Farm. It would result in loss of employment by the farm staff as well as a beautiful and informative place to walk and purchase locally produced goods. - Increased pollution from increased vehicles would harm our environment, nature and health. - Our small village of Kings Langley's infrastructure is not set up for such a large growth in population. - GPs are already stretched. - Parking is frequently difficult. - Public transport is already stretched. Peak time trains are already 'standing only'. - Traffic is often bad - particularly on every occasion there is a problem on the A41, M1 or M25. Where would more cars go? - My son did not get into any of our 4 choices of primary schools due to lack of spaces. Most of the existing primary schools only have limited scope to grow sufficiently to cope with the proposed growth. - The secondary school has just been rebuilt - is there capacity there to increase its size already? <p>Having moved from London to raise a family, I love living in a village the size of Kings Langley and enjoy being part of a good-sized community where I can help to make a difference alongside community organisations (a playgroup, Children's Centre, Parent Teacher Association). Potentially doubling the size of the village through mass housing developments would sadly change this forever. And the place where my children are growing up would become just another Hemel or Watford unfortunately.</p>
Include files	
Number	Question 46
ID	LPIO9619
Full Name	Angela Suggate
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 strongly object to the option above regarding site development in Tring.</p> <p>I cannot understand that the development is going to provide New Open Space? What does this mean? We have open space in Tring. More Likely to cause congestion, pollution what is the point of open space.</p> <p>Potential to deliver new cycle path and footpath? Where to? These are not required, where, what for? Who needs them?</p>

	Contribution to infrastructure improvements? What infrastructure?
Include files	
Number	Question 46
ID	LPIO9621
Full Name	Elizabeth Rennie
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>With reference to the new Dacorum Local Plan, in particular the proposed building of up to 1600 houses in Berkhamsted in addition to the 628 already built and the 600 planned .</p> <p>This proposal is environmentally unsustainable and goes against the Government, County and Borough guidance, in particular any additional houses built will cause problems to the local aquifer and the River Bulbourne will be permanently dry. This river is a chalk stream, protected by legislation from the Water Framework Directive, passed into U.K. law. Currently Tring reservoirs are at their lowest level in memory , this feeds the Grand Union canal system at its highest point between London and Birmingham. Lowering the aquifer in Berkhamsted and Tring will dry the springs which feed the reservoirs and thus dry the canal and also have a knock on effect on the River Gade, [another protected chalk stream].</p> <p>Berkhamsted is a linear town in a steep valley already suffering from traffic congestion and a problem with parking. Building on the outskirts of the town will mean that all the new residents will be driving in and out of town increasing the congestion. There is a shortage of school places and of local doctors which would need to be addressed.</p> <p>Due to the environmentally unsustainable nature of the new proposed development of up to 1600 houses, no further houses should be built beyond the 600 already planned until such time as new water supplies can be provided to Thames and Affinity water companies so that the chalk streams [the Rivers Bulbourne and Gade and the springs feeding Tring Reservoirs] are not permanently damaged. The idea that The Thames Water and Affinity Water area can be supplied by links to Anglia Water is again unsustainable as Anglia Water are already in a water deficit position. There needs to be a National Water strategy that will provide water to the South East Region from areas of the UK eg North West England such that water needs can be met for additional housing without damaging the local environment by lowering the aquifer to a level where chalk streams dry up and reservoirs cannot be filled. Until such additional</p>

	water resources are developed and in place no further houses should be built.
Include files	
Number	Question 46
ID	LPIO9623
Full Name	Angela Scott
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am writing to you to object to future planning on Wayside Farm , I and my family have lived in kings Langley all our lives, 5 generations have enjoyed the countryside, around the farm, the farm plays a huge part in my families lives , my children are learning so much from Charlie Wray, he's given them the insight on how farming is done, he's given his own free time to educate children and adults in our community, people come from far and wide to purchase Raw Milk, the wildlife will be destroyed, including, Deer, Red kites, Buzzards, Sparrowhawks, kestrels, Foxes, Fieldfare, Redwings, Greenfinches, which are all in decline amongst all the other birds, these are birds of prey, the kings Langley community plays a huge part in supporting the farm, , I am an amateur photographer, along with a few others from the village, our photos of the farmland have won competitions, also been entered into calendars, this is our countryside and we look after it your plans to build and cover it in concrete is heart breaking to say the least, there are empty buildings around the area which could be put to use by developing them into flats, I support Charlie Wray , it's his life you will be turning upside down, his animals, his Dairy farm one of only a few left in Herts, this is soul destroying to a hard working farmer . Very concerned tenant , supporting Wayside Farm. Please listen to what people of community have to say.
Include files	
Number	Question 46
ID	LPIO9624
Full Name	colin lee-dade
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	PLEASE DO NOT GIVE PLANNING PERMISSION TO BUILD 1600 MORE HOUSES IN BERKHAMSTED. NO TO SOUTH BERKHAMSTED CONCEPT.
Include files	
Number	Question 46
ID	LPIO9627
Full Name	dr kim goode
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Kings Langley should be able to use existing sites for the 50 dwellings that we apparently need.
Include files	
Number	Question 46
ID	LPIO9629
Full Name	Steve Hird
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 refer to the consultations on for the development of areas in Markyate. Whilst I do not oppose all developments per se, in fact the area of Hicks Road was an eyesore and although I believe the whole contract was dealt with appallingly and left the village without a lot of the promised facilities, the initial idea was good.</p> <p>I do strongly oppose the two developments proposed for the following reasons:</p> <ul style="list-style-type: none"> • Green Belt development should not go ahead in village locations. We still have plenty of Brown Belt areas that could be developed. • Both areas are on flood plains, which will cause more flooding to other areas. Markyate has had a history of flooding in the past. • Both are in high wildlife areas. • The High Street is a complete bottleneck and will not cope with more people. It was designed for horse and cart and cannot cope with the current levels. I have seen buses stuck for 10 minutes whilst traffic has to reverse up or go down the pavement. Increase in village numbers will only cause a bigger problem. • The local schools and doctors are already to capacity.

	<ul style="list-style-type: none"> We have had two major developments within the past 2 years and several small areas have been built on. We have had our fair share. The junctions onto the A5 are all accident black spots. Changes to the road layout were promised with the Hicks Road development and led to a total fiasco and had to be put back. <p>I, and many others in the village, will strongly oppose any further advancements of these plans.</p>
Include files	
Number	Question 46
ID	LPIO9630
Full Name	Christine Heeler
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 resident of 28 years, I agree with my fellow villagers that we need to keep Kings Langley limited in size and apart from Hemel & Watford.</p> <p>I also am against the erosion of green belt land.</p> <p>I am concerned re infrastructure - traffic, amenities, drains, parking to name a few. Traffic & parking on a personal basis as I live on the main road.</p> <p>Congestion on the High Street is a current big issue - as is Vicarage Lane/ Langley Hill situation.</p> <p>Basically Kings Langley is full up !</p> <p>I question whether so many new homes will be needed post Brexit.</p> <p>And will so much more housing devalue our properties & stop the area being a good, sought-after one ?</p> <p>However if we have to plan for development, I suggest green spaces around the village perimeter are identified and ring-fenced forever from this. This will at least mean we stay separate.</p> <p>So for instance only part of Shendish & Hill Farm could be used, the parts next to existing houses.</p> <p>Rectory Farm become a park / fruit & veg growing for villagers /TIKOFF - as it is on boundary anyway & backs canal (which we need to keep as a green lung !)</p> <p>the excellent Wayside Farm remain (though possibly a very small part could be sacrificed ?)</p> <p>Surely planning should take into account food production too ?</p> <p>Please look after this historic & lovely place !</p> <p>Hemel & Watford were villages once - no strategic planning then to save them.</p>

	Thanks in advance for doing what you can
Include files	
Number	Question 46
ID	LPIO9633
Full Name	Eric Martin
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 said this, I would like to comment that as a resident of Kings Langley I am appalled at the widespread loss of local Green Belt land which this document contains. The four areas in question are integral to giving King Langley it's essentially village character and they provide amenity and recreation for residents and visitors, particularly children. The proposed developments would also result in further extensions of the built-up areas of the village, to the north and the south, further reducing the separation of the village from its relatively metropolitan neighbours. I believe 'coalescence' is the term used to describe this.</p> <p>The document contains proposals for the building of homes which would result in the population of the village being almost doubled. This has to be viewed in the context of a local road system which today, cannot cope with traffic flows at business commuting and school commuting peak times. I see no plans to deal with this issue in the document other than a statement that the position will be assessed.</p>
Include files	
Number	Question 46
ID	LPIO9634
Full Name	MR BALJIT HIR
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Introduction</p> <p>I am a resident of Kings Langley and have lived at The Courtyard, Shendish since 2002. During this time there have been a number of planning applications to develop housing on Shendish land but these have always been rejected by Dacorum BC planning as inappropriate to the Green Belt.</p>

Dacorum BC has now submitted for consultation, proposals to build on four sites in Kings Langley, all of the sites are designated green belt land. The consultation process is very short and ends on December 13th. Many, many people have strong views on whether we should build on our green belt land. This paper is aimed to make it clear to Shendish residents, the type of arguments the planners will consider when making an objection. It also explains how you can object.

Even though over 800 people attended last week's public consultation at Kings Langley School, with clearly the vast majority objecting, if **YOU** do not submit your objection, your views will not count. If you are a Kings Langley resident and you are on the electoral register, you are entitled to submit your views. If **everyone** does this then our views cannot be ignored by the Planners. Listed below are my own objections which I will be sending to Dacorum BC but they are just from one resident. Everyone needs to express their views if these proposals are to be challenged.

The Green Belt serves five purposes:

- 1 To check the unrestricted sprawl of large built-up areas
- 2 To prevent neighbouring towns merging into one another
- 3 To assist in safeguarding the countryside from encroachment
- 4 To preserve the setting and special character of historic towns
- 5 To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

Dacorum BC local development plan proposals include

- Shendish Manor Estate - 900 houses + Primary school
- Wayside Farm – Offices and up to 2000 houses
- Hill Farm – 280 houses
- Rectory Farm – up to 200 houses

It would be fair to say that the proposals from Dacorum BC for housing to be built on the four sites breaches all of the five green belt safeguards.

My personal objections against the development proposals

Please feel free to use any of this in your own objections **BUT** in your own words. You can obviously use your own examples in your objections.

- **Loss of valuable farmland.** If we allow continual encroachment into the Green Belt then its purpose and effectiveness will become less and less. Once built on the land is lost forever. The decision to include working farmland into the review at a time of massive uncertainty with Brexit looming is not only misguided but removes agricultural opportunity for future generations. The farms circling Kings Langley add to its character as an historic village, dating back centuries, and

submitting to urban sprawl defeats the whole objective of Green Belt protection

- The Green Belt helps preserve the characteristics of Kings Langley village. The erosion of Green Belt land surrounding it would mean it may lose its village heritage and become a town which could then lead to further building pressures from retail and other service outlets.
- **Brown Field Sites** - The Green Belt is meant to ensure that housing and other development concentrates on regenerating brown field sites, but there are no brown field proposals from Dacorum BC. We also don't know which sites already have planning consent but have still to be built on. What confidence or guarantee do we have that ensures all brownfield sites are included and developed before Green Belt land is sacrificed?

For example the Kodak building in Hemel town centre was converted unoccupied offices on the Maylands estate (Diamond Point for instance) and at Leavesden, why could this whole building not be converted to housing given its size and location opposite the Paper Mill and Nash Mills housing developments?

The same could also be said for the County Council office blocks in Apsley1 and Apsley2. Why has Herts CC located into Apsley when there has been vast office space available in Maylands and Leavesden and a need for local housing? In fact the whole question of why the County Council should take up this space, which could easily have been diverted to housing, whilst proposing to sell off valuable farmland to meet housing targets requires proper scrutiny.

- **Developing to the very boundaries of Dacorum BC** takes no account of proposed developments in Three Rivers where there has been significant housing development at Hunton Bridge and up towards Kings Langley. There is a real possibility that if this encroachment continues then we could be left in the future with an urban sprawl from Watford and Bushey all the way into Hemel Hempstead. Having already suffered the Manor Estate encroachment, the loss of more green belt land at and around Shendish will eventually join Hemel Hempstead beyond Apsley and into Kings Langley. This surely is contributing to urban sprawl of the most obvious but unwanted kind.
- **The Green Belt land at Shendish** is designated for outdoor and recreational purposes, having resisted several planning applications in the past on grounds of breaching the Green Belt. Losing this land means it can never be reclaimed, and reduces the amount of recreational land available

to an increasing population in DBC. The same applies to the farmland and woodland that adjoins Shendish.

- The potential development at Shendish will restrict the opportunity for people to enjoy outdoor activities and recreation. The designation of Shendish Manor, after it was used by the Dickinson Family, was for sports and recreational purposes. It was their sports club complex from 1934. It was later, in 1994, converted into a sports and hotel complex, with the latest owners investing heavily into the facility, with a plan to build a Spa and Conference Centre. Building housing around the Shendish estate will destroy the rural aspects of the site, and severely diminish sporting and recreational facilities in DBC, where these proposals will add huge numbers to the local population.

The proposal currently absorbs all the golf course land, which will significantly reduce the appeal of the Shendish Hotel, which could then result in an application to convert to residential. The loss of Shendish will significantly diminish DBC's appeal to attract new business into their borough's business estates like Maylands.

- The land adjoining Shendish Manor is a popular location for ramblers, local dog walkers, and the young adventurers from Phasells Wood camp site. The loss of this land would mean that local residents would all have to drive to other open spaces to continue their recreational activities.
- The land adjacent to the Shendish access road is farmland which has, for all the years I have lived here, been used to graze cattle and provide grass for animal feed. The arguments against developing Wayside Farm and others equally apply to this land.
- The road access into Shendish Manor is restricted to a single road bridge which is not suitable for heavy traffic. There have already been concerns raised with the hotel about the additional traffic when their new spa complex is built.
- **Environmental Issues** - There are a host of specimen trees which were planted many years ago as an overspill arboretum from Kew Gardens. All these trees make Shendish a place of environmental importance to the area, and the trees need to be preserved and protected.
- **Traffic Issues.** The volume of traffic along the Hempstead/London Road has reached unsustainable levels. Over recent years Apsley

has seen the development of the Sainsburys, Bunnings, Wicks and Dunelm Retail outlets which has drawn huge volumes of shopping traffic into the area. Then there have been the housing developments on the Apsley Paper Mill sites, the Nash Mills sites and the Manor Estates totalling I'm told some 2,500 houses. All these developments have contributed to huge traffic congestion into the Kings Langley area.

Added to this has been the traffic generated by the County Council Offices in Apsley 1 and Apsley 2 office blocks, and also from the Westside Office complex, where on the 18th November I counted over 800 cars parked in their car parks, with a further possible 200 empty spaces in Westside, due to the centre being only partially let. The HCC car parks were full to bursting with several cars waiting for spaces to be vacated. The entry point roundabout, where all these vehicles access and exit these sites, is within 50 metres of the access road into Shendish. Traffic volumes increase even further with visitors and deliveries to these sites, and so the proposal to add 900 dwellings on to the Shendish site can only add to the existing traffic congestion.

Examples of the type of congestion we regularly face

- Driving to the M25 from Shendish can regularly take more than 20-30 minutes from 7 to 9.30am. People from Hemel and the surrounding district use the roads through Kings Langley to avoid the A41 to join the M25 junction
- The London/Hempstead Road becomes totally log jammed, morning and evening each day, with traffic entering and leaving the Westside and County Council offices. Journey times can be increased by up to 20-30 minutes because of this congestion.
- The whole area can become grid locked when there is an accident on the M1, M25, or the A41.

o Ruttlers Lane is in some places just a single track lane, particularly at the Red Lion junction. It is wholly unsuited to any additional housing traffic if access were to be made from Shendish.

- **Other local services issues.**

- When I was at the Nap Surgery recently, I was told their new extension was to cope with the 1,200 new patient registrations they've had during 2016. This sharp increase in patient numbers has put the surgery under intense pressure. They are continuing to struggle coping with current patient numbers.
- Kings Langley School has recently been redeveloped to cope with the existing numbers intake. I am told the new academy school is not bound to take any more numbers than it already has. There are no other secondary schools in the Kings Langley area. (excluding Rudolph Steiner School which is an independent school)

	<ul style="list-style-type: none"> • <p>For all the reasons above I totally object to any loss of green belt land in Kings Langley Parish.</p>
Include files	
Number	Question 46
ID	LPIO9637
Full Name	MR JAG HIR
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 Plan states; "Improving and providing new infrastructure is key to supporting new development", "needs to balance local housing need level of development to be ... in a sustainable manner".</p> <p>Since the development of; Aspen Park, Apsley Lock, Sappi/Nash Mills, Holiday Inn, Aspen Court flats, Bond Court flats, Apsley station flats, opening of Apsley Council Offices, Ovaltine, Aldi, the proposed Mosque, the proposed Stationer Place flats in Apsley and other small in-fill developments, there has been no evidence of "improving and providing new infrastructure" nor done in "a sustainable manner". These developments have occurred in the last 15 years. At what point does the improved infrastructure begin?</p> <p>To propose Shendish as an area of development, would in our opinion, make the listed Manor and proposed spa considerably less attractive being surrounded by a new housing estate and school. This may be why the owners of the Manor appear to be delaying the construction of the extension and spa? They may well have come to a conclusion that the proposal is a threat to their continued success. This may ultimately result in the Manor being unsustainable as a business and enforcing its closure and that of the golf course. This in turn, would negatively affect both the local economy and amenities.</p> <p>The narrow single access road and bridge leading to Shendish Manor was originally designed to service a private dwelling, pre vehicle, and not a 900 + housing estate, school and the business traffic that the Manor generates. To propose that placing traffic control measures on the bridge would somehow fix or ease the problem of access and congestion is simply ludicrous and unsustainable. This would undoubtedly cause horrendous tailbacks backing up on both sides/approaches to the bridge all the way to the London Road. Furthermore, the additional traffic would make the blind bend leading to the bridge (from the London Road) even more dangerous than it already is.</p> <p>The proposal to access the new Shendish development from Rucklers Lane is unworkable by the</p>

	<p>constraints of the existing narrow road. Even where Rucklers Lane is at its widest, it struggles to cope with current traffic flow due to residents' parking on both sides of the Lane. Short of making Rucklers Lane a No Parking Zone, eg double yellow lines on both sides of the road, which would be totally unacceptable, it could not possibly cope with additional traffic. The situation is compounded towards the western end of Rucklers Lane and towards the underpass with the A41 where the lane is so narrow it necessitates the use of passing areas when meeting head on traffic. Rucklers Lane was first built to accommodate horse and cart and not hundreds of additional cars, school traffic, delivery vans, lorries etc.</p> <p>To propose 4 developments in Kings Langley puts an impossible burden on the local community. Further access roads (if even possible) will simply exacerbate the present congestion by allowing more vehicles to access the arterial roads which currently are a daily nightmare. This presently is due to the lack of foresight and not adhering to "improving and providing new infrastructure" on developments within the last 15 years.</p> <p>Insufficient parking facilities for commuters in Apsley and Kings Langley, school run traffic, insufficient parking for shoppers which affects the local economy, non local traffic accessing the M25 and A41 will certainly not be improved by building hundreds of new properties.</p>
Include files	
Number	Question 46
ID	LP109638
Full Name	Miss Diana Standen
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Comments on the new Local Plan for Dacorum with particular reference to those for Kings Langley HH-h3, KL-h1, KL-h2 and KL-h3.</p> <p>Kings Langley is already a large village which has sustained steady growth over many decades and this should continue but with limited growth on brownfield sites only and with no use of green belt land. Once we use green belt land it is gone for ever.</p> <p>With such large developments proposed, particularly at either end of the village Kings Langley would cease to be a village in its own right but would merge into Apsley/Hemel Hempstead at one end and Watford at the other. People choose to live here because of its character which would be completely changed.</p> <p>The size of the proposed developments would negatively affect the already very busy road and rail links. Traffic</p>

	<p>through Kings Langley is busy (not just during the daily rush periods) and is often gridlocked. The trains are already severely overcrowded during the times commuters use them. These proposals seem to be geared mainly towards providing housing which suggests that the council expects most people to commute to local towns or up to London for employment. Transport in Kings Langley, being at the edge of Dacorum, has already been affected by developments in other council's areas and there doesn't appear to be much collaboration between councils on this new plan.</p> <p>Local services including schools and healthcare will be inadequate for the level of population increase proposed for the village.</p> <p>We have no idea what the implications of leaving the EU will have on jobs in both the local area and in London and therefore the knock on effect on the numbers of the local population. This may not continue to increase as it has previously and may even reduce.</p> <p>Wayside Farm in particular is a bad choice as it is a viable working farm which not only provides raw milk to the local population but to many who travel quite long distances for it. It also does its bit for the environment and for nature and the farm is enjoyed by many who use its footpaths. It would be a travesty to build on any part of it.</p>
Include files	
Number	Question 46
ID	LPIO9639
Full Name	Roger Groom
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 - Overall comments on the Options outlined.</p> <p>Generally I agree with the comments submitted by Berkhamsted Town Council in their response dated 11th December 2017. Berkhamsted, as an Historic Market town with all the constraints that imposes, cannot accommodate any of the development proposals suggested by the interested parties in the document. It simply does not have the necessary infrastructure by way of roads, train station capacity, school places, medical facilities, hospital access or care provision. Expansion of infrastructure to accommodate expansion would seriously damage the amenities and character of the town, as well as putting massive strain on the very compact town centre with its already stretched road network within it and leading into it. We also need to keep the Green Belt we already have to avoid urban sprawl.</p>

	<p>If further housing is needed in Dacorum it should be directed to those Towns which can absorb the growth by plugging into existing infrastructure and, where necessary, expanding those facilities. Hemel Hempstead is such a town where there is opportunity for growth.</p> <p>I therefore would favour Option 1B in the document.</p>
Include files	
Number	Question 46
ID	LPIO9641
Full Name	Roger Groom
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>B - Specific comments on Site Ref Be-h3- Land at Ivy House Lane.</p> <p>This site In particular has a number of flaws.</p> <p>Access - I do not believe Ivy House Lane would be a viable option. It is a very narrow rural lane which cannot accommodate any additional traffic without fundamental upgrading and which I can't see is possible. The alternative access into Gravel Path which isn't possible without acquiring one of the adjoining houses is as problematic, as this would overload an already dangerous narrow twisting steep road where, as the Gravel Path Action Group have confirmed, 85% of traffic exceeds the 30mph limit and where there are on average 4 incidents a year involving hospital visits. This already problematic road is not suitable for expanded use and I don't believe can be physically enlarged either.</p> <p>Green Belt - this visually attractive agricultural land is a necessary Green Belt buffer between the edge of development in the town and the AONB designated land adjoining to the east. Its loss would seriously reduce the amenity value and overall character of the neighbourhood.</p> <p>Infrastructure improvement and sustainability - there is essentially no infrastructure improvement proposed as the only one suggested i.e. cycle/footpath links are highly suspect due to topography. Flooding at the bottom of this dry river bed is already a problem.</p>
Include files	
Number	Question 46
ID	LPIO9644
Full Name	JAMES ROTHNIE
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 object to the planning proposals for Berkhamsted.</p> <p>The status of 'historic market town' with in an Area of Outstanding Natural Beauty (AONB) will be ruined.</p> <p>Berkhamsted is within a steep sided valley which already causes congestion within the town. Added traffic cannot be supported within the historical layout of the town, there is already inadequate parking.</p> <p>Waiting times for doctors and the demand on school places are already strained. The infrastructure of Berkhamsted cannot take more demand.</p> <p>Berkhamsted has already seen a disproportionately high level of development within the town. There should, therefore, be no more development within the town.</p>
Include files	
Number	Question 46
ID	LPIO9646
Full Name	LEIGH KARAVASIS
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 object to the proposals for additional houses in Kings Langley.</p> <p>As a resident of Gade Valley close any impact of additional houses for us would turn our road into a busy thoroughfare and would become a danger for those living in both Rectory Lane and Gade Valley Close. The current layout of the road only just about supports the traffic that is currently on the footprint and any additional vehicles would not be viable.</p> <p>We moved to the village from North London to give our children the chance to thrive in a village environment and not that of a town or city. By allowing this amount of house to be built in our village this environment will be taken away from them. In addition to this the school in the village as it currently stands is already oversubscribed and by building more houses this will mean that there is an increased burden on this.</p>
Include files	
Number	Question 46

ID	LPIO9647
Full Name	CLIVE GODSELL
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 object to the proposed plan to change the use of piece of land called "Haslam field" into domestic housing, on the following grounds;</p> <ol style="list-style-type: none"> 1 Poor access and traffic issues, due to its close location to the very busy intersection of Upper Kings Road and Shootersway 2 Lack of additional amenities, no more school places, doctors, police, fire services. 3 General overloading of area making Shootersway into a very busy area, causing congestion, pollution etc. 4 Difficult to offer affordable housing in an area with known high property prices 5 Shootersway has already taken its fair share of additional housing in the form of 180 new homes at Bearroc Park
Include files	
Number	Question 46
ID	LPIO9648
Full Name	ALICE KENNEALY
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 lifelong resident of Kings Langley, I have been extremely fortunate to have grown up in a quaint village which is driven by community. The general progression of youth in the area transitions through Kings Langley Primary School and then onto another very local secondary school, which, even 10 years ago were pressed for places.</p> <p>More recently, Kings Langley has been blessed with the blossoming of Wayside Farm which has been well known nationwide for its home grown ideals and raw milk. This has really drawn our community closer and has massively boosted spirits.</p>

	<p>By over doubling the number of homes in the area this would destroy our historic village ideals and put immense strain on resources, schools, transport, and parking.</p> <p>It would be devastating to see any kind of mass development within our village and all of our opinions should be listened to and considered.</p>
Include files	
Number	Question 46
ID	LP109649
Full Name	ANDREW 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 am writing to express my deep concern over the proposed developments in and around Kings Langley - I think it's a disgrace that it is even being considered. This is a VILLAGE. The overall consensus of the villagers is that we do NOT want it to be a town.</p> <p>The Ethos of the village makes it very special to all residents - young and old.</p> <p>This is precisely why I moved here, and is what people LOVE about this little historic village.</p> <p>With the current population and infrastructure, it already takes me 25 mins to push through the village to get to the M25 on a weekday morning as it currently stands. If you develop Wayside Farm, and the surrounding greenbelt land, it will make this journey impossible. The Village is already at capacity.</p> <p>I think it's criminal to start developing Green belt land. There's more to life than profit and expansion. At the moment we are able to escape the traffic and enjoy the wildlife, country walks, and the space to breathe. Most of this is on the greenbelt land you propose to turn into houses.</p> <p>The fact that Wayside Farm is being considered is appalling. Charlie has tirelessly worked on that land to develop it into the key part of the community that it is today - and by no fault of his own, he stands to be evicted. Has it come to the point where a hardworking and loyal man can be evicted from his own business for doing nothing - just to line the pockets of developers?</p> <p>You only need to look at the latest Sappi development in Red Lion Road - It's causing chaos. Roads are</p>

	<p>blocked, parking is atrocious, and tempers are frayed - and this is a fairly small development in comparison to what is being proposed.</p> <p>I hope that mine, along with all the other letters you will have received I'm sure, will show you how passionate we all are about protecting our village and the people within.</p> <p>Over 800 people attended the meeting on the 14th October - which is unprecedented.</p> <p>GREEN BELT MATTERS - if you release this land for development, it will be a crime to the village and to the local environment.</p>
Include files	
Number	Question 46
ID	LPIO9650
Full Name	WEST PELLAGIA
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 to object in the strongest possible terms to this proposed green belt development in our village.</p> <p>It is absolutely wrong to force this development on us against the wishes of the local people. We live in a village because we want to live in a village, not in a sprawling suburb of a local town. Kings Langley has existed for hundreds of years and its identity is now under threat for the expedient of ever more housing, nothing to do with the local people. Why must these homes be put here? The infrastructure is already at breaking point, our quality of life is being ruined so people nothing to do with this area can live here. If this development goes ahead here neither the people who come in, nor those already here will have a decent quality of life. Why not build where there is room to put in a proper infrastructure and build a decent community, not destroy one that is already in existence.</p> <p>The village has already had all the brownfield sites developed and all the adjacent areas in Apsley, grossly increasing traffic congestion. If green belt is to be destroyed, why do it here where there is so little left?</p> <p>One very angry resident.</p>
Include files	
Number	Question 46
ID	LPIO9651
Full Name	CHARLOTTE STORER

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 objection to the proposed building & development in Kings Langley as a resident of the village for the last 7 years. I have a number of objections....</p> <p>We moved to the village when my daughter was born as we wanted to raise her in a village location.</p> <p>We researched the area thoroughly & found that the schools in Kings Langley had excellent reviews & we felt safe in the knowledge that we would be able to school her very close to home by having a primary & secondary school practically on our doorstep. When we applied for schools we discovered that the primary school was massively oversubscribed & that there were over 120 children applying for an intake of just 60 children. I have heard rumour of another secondary school being built to accommodate extra pupils should the building proposals go ahead but have heard No mention of primary schools. It is essential that the younger children are able to have easy access to a local school to be able to be accompanied by an adult/parent for safe passage to school. The lanes around the school are currently extremely busy as it is & I cannot see this would improve any if the local primary had to accommodate more intakes per year?</p> <p>This brings me on to traffic... at peak times the village can already be gridlocked despite the fact there is a Bypass just down the road. At these times the bypass is just as solidly blocked as the high street. Even though we have a bypass we still have large vehicles/delivery lorries passing through the village & sometimes unloading which can cause major holdups. If there are further buildings & offices in the close proximity this is only going to get worse. I cannot see that the road network would be able to cope.??</p> <p>This leads me on to the trains station...</p> <p>The train station is often used by my husband & the car park is often extremely full as are the trains themselves. We are only a small station with the current ability of running a fairly compact service... again I fail to see how the station would be able to cope with more traffic. The houses that currently back on to the railway today have to endure fairly regular train noise as it is but feel that if the station & rail service were to increase it would be causing these residents to endure unnecessary noise pollution...</p> <p>Then onto crime.... since we moved here we have seen a distinct increase in reports of crime in the local area, I feel that increasing our population is bound to statistically up the odds of more crime occurring in the area & with building more offices/ workplaces there will be a flow of people through the village that don't live</p>

	<p>here & thus will not treat the village with the respect that the current villagers do....</p> <p>This leads me onto community...</p> <p>As quite a recent member of social media I have discovered pages that cater for & towards the local villagers & have been heartwarmed to see how people in Kings Langley , in the most part, care for one another & take care of the less fortunate or those in need. This snowy weather has proven this of late with neighbours helping neighbours, strangers helping strangers because we all feel we are in it together. That is the sort of feeling there is in the village today & something I wish my daughter to grow up to be proud of. I feel that with people travelling into the village from neighbouring towns etc this village comradery will be diluted which I feel would be a tragedy.</p> <p>At a recent meeting at the secondary school about the proposals to build I was shocked to learn that there is still plenty of Brownfield land that has not been built on & yet there are still considerations to build on Green Belt which I need not remind you is supposed to only be considered as a last resort....</p> <p>The Collins English Dictionary states that Green Belt is ' an area of land where people are not allowed to build houses or factories by law'</p> <p>The Cambridge English Dictionary states ' an area of countryside around a town where building is not allowed'</p> <p>Gov.uk states that 'inappropriate building is by definition harmful to the Green belt & should not be approved except in very special circumstances' I have not heard any convincing arguments that support the approval of building in or around Kings Langley.</p>
Include files	
Number	Question 46
ID	LPIO9652
Full Name	CHARLOTTE STORER
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	At this same meeting I was also horrified to learn that a long standing local resident & business may be forced off land that he has been occupying , by way of a dairy farm, which I think is atrocious!! Dairy farmers are finding it harder & harder to survive in this current climate & to think that someone who has fought to keep his business afloat for so many years may heartlessly have this taken away from him fills me with disgust.
Include files	
Number	Question 46

ID	LPIO9654
Full Name	GRAHAM FOSTER
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 objection to proposed planning for Tring & specifically Ref Site Tr-h5-Land at Dunsley Farm</p> <p>As a long term resident of Tring, I was extremely surprised and disappointed to learn of the size and scale of the new proposed redevelopment of Tring.</p> <p>The local town centre is already packed with traffic, has little or no car parking to support local shopping, businesses and facilities and the schools, doctors surgeries and local hospitals are already under immense pressure due to unsustainable numbers of houses being built around Tring, in Aston Clinton and other areas.</p> <p>The infrastructure required to support the size and scale of some of the proposed developments, such as specified in Ref Site Tr-h5-Land at Dunsley Farm are simply not in place and are unlikely to be in place unless the local authorities and government consider major new improvements in the road networks, public transport, schools and all medical services, including local hospitals BEFORE any building.</p> <p>Therefore with regard to Question 46 in your recent survey.</p> <p>Do you have any feedback on the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it?</p> <p>Answer;</p> <p>Yes I am strongly opposed to the inclusion of site reference Tr-h5-Land at Dunsley Farm. It is Green Belt land, on a site of natural beauty here in The Chilterns, the site has been overwhelming rejected previously and roads around this area are already busy and dangerous, as we see many accidents at these junctions. The size and scale of the development are also wholly unsustainable within the local area.</p>
Include files	
Number	Question 46
ID	LPIO9655

Full Name	BARBARA FOSTER
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 objection to proposed planning for Tring & specifically Ref Site Tr-h5-Land at Dunsley Farm</p> <p>As a long term resident of Tring, I was extremely surprised and disappointed to learn of the size and scale of the new proposed redevelopment of Tring.</p> <p>The local town centre is already packed with traffic, has little or no car parking to support local shopping, businesses and facilities and the schools, doctors surgeries and local hospitals are already under immense pressure due to unsustainable numbers of houses being built around Tring, in Aston Clinton and other areas.</p> <p>The infrastructure required to support the size and scale of some of the proposed developments, such as specified in Ref Site Tr-h5-Land at Dunsley Farm are simply not in place and are unlikely to be in place unless the local authorities and government consider major new improvements in the road networks, public transport, schools and all medical services, including local hospitals BEFORE any building.</p> <p>Therefore with regard to Question 46 in your recent survey.</p> <p>Do you have any feedback on the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it?</p> <p>Answer:</p> <p>Yes I am strongly opposed to the inclusion of site reference Tr-h5-Land at Dunsley Farm. It is Green Belt land, on a site of natural beauty here in The Chilterns, the site has been over whelming rejected previously and roads around this area are already busy and dangerous, as we see many accidents at these junctions. The size and scale of the development are also wholly unsustainable within the local area.</p>
Include files	
Number	Question 46
ID	LPIO9656
Full Name	Dr Minesh Patel

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 object to the proposed house building in Kings Langley especially around the Wayside Farm and the Rectory Farm plots.</p> <p>The reasons for my objections are:</p> <p>1.Having lived in the area for 20 years we have seen a lovely abundance of wildlife, the land is of outstanding natural beauty .The lovely hills and trees make the areas a joy for not only local walkers but for tourists who uses these areas for guided walks.</p> <p>2.These are the main farm and hills used for the Duke of Edinburgh Award for local schools and schools and from far afield. These 16-17 years old have used this area for generations and they can be seen most summers trekking through the village after they have walk through the farms.</p> <p>3.The path at the rear of the houses on the even side of Langley Hill from 60 upwards, has the listed path from the 1st Duke of Yorks Palace at the top of Langley Hill down to the canal. The build would destroy a natural historical scene of the path and would take away an important historical landmark.</p> <p>4.The road coming from Kings Langley to the M25 roundabout would not be able sustain the volume of traffic as right now it is completely congested.</p>
Include files	
Number	Question 46
ID	LPIO9657
Full Name	PHILIP 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>I refer to the proposed development of the 12 Acre Dunsley Farm site. Tring is in itself an area with a high concentration of mixed housing development and local businesses but not supported by the infrastructure you would associate with this type of combined development. Tring is served by a road system that is at times</p>

	<p>inadequate as can be viewed by the heavy congestion experienced daily and not only at peak times. This proposed development will only add to that which commuters are faced with daily. Local public services are at times stretched, the area has no local hospital or A & E a point of contention with the local population who feel there is sufficient population to warrant one. I'm not a local resident but have relatives living in London Road who comment on the heavy volume of traffic, the lack of amenities, the impact of the Tesco supermarket and its suppliers have on the road system local. My concern is Tring will be subjected to the same urban spread that we on the Isle Of Sheppey in Kent have had with huge housing development, huge traffic congestion, stretched public services, the planners seem to take these decisions without due concern of the impact that these developments have on the existing housing stock in place blaming the Government for the targets being imposed on them. There is this determination by planners to see every available area of green space concreted over in the name of progress, from where I stand these development don't enhance the life of residents they have the opposite effect, I speak from experience.</p>
Include files	
Number	Question 46
ID	LPIO9658
Full Name	Mrs Tim Blinko
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>These are my objections to the plans:</p> <p>The proposals to build on HH-h2, and HH-h1a are completely unacceptable as they would destroy any meaningful sense of the Piccotts End conservation area. HH-h2 is particularly sensitive as it is a beautiful part of the Gade Valley, with historic woodland and hedgerows, which Dacorum's own HIGH GADE VALLEY LANDSCAPE CHARACTER ASSESSMENT 123 states should not be built upon 'restrict further built development within the valley and develop a strategy for mitigating existing impacts.'</p> <p>Even more critically, I agree with the Stage 2 Green Belt Review and Landscape Appraisal conclusions to reject development of HH-h2 and HH-h1a for the critical reasons cited in Dacorum's own assessment:</p> <p>HH-h2: Significant loss of Green Belt land and major northward expansion of Hemel Hempstead along the</p>

	<p>Gade Valley into open countryside. The site is not identified as an area to be recommended for further assessment as a boundary amendment in the Stage 2 Green Belt study. The site is within an Area of Archaeological Significance and a Scheduled Ancient Monument lies to the south of the site. Larger-scale development will place pressure on local infrastructure, particularly schooling and highways.</p> <p>HH-H1a: Substantial loss of Green Belt land and major northward expansion of Hemel Hempstead into open countryside. The site is not identified as an area to be recommended for further assessment as a boundary amendment in the Stage 2 Green Belt study. Potential encroachment/merger of the urban area of Hemel Hempstead with Piccotts End. Furthermore, possible effects on CAONB, the setting of Piccotts End Conservation Area, Ancient Woodland, and the Chilterns Beechwoods Special Area of Conservation (SAC).</p>
Include files	
Number	Question 46
ID	LP109659
Full Name	Mrs Laura Parr
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 the plans of the two proposed sites in Markyate for the following reasons.</p> <ul style="list-style-type: none"> • Green Belt development should not go ahead in village locations. We still have plenty of Brown Belt areas that could be developed. • The High Street will not cope with more people. • The local schools and doctors are already at capacity. And we have not been given the new doctors surgery we were promised within the last developments. <p>• We have had two major developments within the past 2 years and several small areas have been built on. We have had our fair share.</p>
Include files	
Number	Question 46
ID	LP109660
Full Name	EMMA 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>Please accept this email as my objection to recent proposals to expand housing in and around Kings Langley in 4 proposed green belt sites.</p> <p>I am a resident of Primrose Hill in Kings Langley and have lived in this village for 10 years.</p> <p>Having viewed the proposals I have very grave concerns for the future of this village and I am fully against all 4 options for the following reasons:</p> <p>First and foremost, I am completely against the development of green belt areas. Kings Langley is a village, with a rural feel and a strong and thriving community spirit. Our green belt areas are extremely important and of value to the families who live here and enjoy the local wildlife, walking areas and these areas should be preserved for future generations to enjoy. Wayside Farm is one of only 2 working dairy farms in Hertfordshire and it is shocking that this could potentially be lost to over 1,000 homes! It is a hub of the community and serves us all well. I would be absolutely concerned for the future of the animals there, where would they go? I do not believe that enough value has been placed on the importance of green belt land in any of these proposals.</p> <p>Secondly, there would be severe implications for services in this village, namely:</p> <p>1) Road/traffic issues - there simply does not exist the infrastructure in which to support the large numbers of future residents and their families and visitors. Peak time traffic to and from Watford and Hemel, and heading towards the M25 is often congested and living on Primrose Hill, an already busy thorough-fare with many industrial lorries and vans, I am seriously concerned about air quality and emissions. The increased numbers suggested would create unprecedented chaos in and around the village. Also on trains, certain peak time trains are extremely overcrowded. There is no current service that will cope with the extra travellers the potential numbers could bring. On the buses, the current service is shambolic and unreliable. I am often having to use this service to get my children to school and with recent reductions to services, the service cannot be trusted and therefore wouldn't cope with the extra demand needed.</p> <p>2) School places - Kings Langley and the surrounding villages are already dealing with oversubscribed school places and there just does not exist the extra school places to accommodate new families in this area. Kings Langley School is the only senior school in the village, just where would these extra places come from?</p>

	3) Essential services ie. Doctors/Hospitals - again, with 2 surgeries in the village and at times hard to get appointments, this would affect current
Include files	
Number	Question 46
ID	LPIO9663
Full Name	GORDON DUTCH
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 objection to proposed planning for Tring & specifically Ref Site Tr-h5-Land at Dunsley Farm</p> <p>As a long term resident of Tring, I was extremely surprised and disappointed to learn of the size and scale of the new proposed redevelopment of Tring.</p> <p>The local town centre is already packed with traffic, has little or no car parking to support local shopping, businesses and facilities and the schools, doctors surgeries and local hospitals are already under immense pressure due to unsustainable numbers of houses being built around Tring, in Aston Clinton and other areas.</p> <p>The infrastructure required to support the size and scale of some of the proposed developments, such as specified in Ref Site Tr-h5-Land at Dunsley Farm are simply not in place and are unlikely to be in place unless the local authorities and government consider major new improvements in the road networks, public transport, schools and all medical services, including local hospitals BEFORE any building.</p> <p>Therefore with regard to Question 46 in your recent survey.</p> <p>Do you have any feedback on the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it?</p> <p>Answer;</p> <p>Yes I am strongly opposed to the inclusion of site reference Tr-h5-Land at Dunsley Farm. It is Green Belt land, on a site of natural beauty here in The Chilterns, the site has been overwhelming rejected previously and roads around this area are already busy and dangerous,</p>

	as we see many accidents at these junctions. The size and scale of the development are also wholly unsustainable within the local area.
Include files	
Number	Question 46
ID	LP109664
Full Name	TONI DUTCH
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 objection to proposed planning for Tring & specifically Ref Site Tr-h5-Land at Dunsley Farm</p> <p>As a long term resident of Tring, I was extremely surprised and disappointed to learn of the size and scale of the new proposed redevelopment of Tring.</p> <p>The local town centre is already packed with traffic, has little or no car parking to support local shopping, businesses and facilities and the schools, doctors surgeries and local hospitals are already under immense pressure due to unsustainable numbers of houses being built around Tring, in Aston Clinton and other areas</p> <p>The infrastructure required to support the size and scale of some of the proposed developments, such as specified in Ref Site Tr-h5-Land at Dunsley Farm are simply not in place and are unlikely to be in place unless the local authorities and government consider major new improvements in the road networks, public transport, schools and all medical services, including local hospitals BEFORE any building.</p> <p>Therefore with regard to Question 46 in your recent survey.</p> <p>Do you have any feedback on the sites contained in the draft Schedule of Site Appraisals or the Sustainability Appraisal working note which accompanies it</p> <p>Answer;</p> <p>Yes I am strongly opposed to the inclusion of site reference Tr-h5-Land at Dunsley Farm. It is Green Belt land, on a site of natural beauty here in The Chilterns, the site has been overwhelming rejected previously and roads around this area are already busy and dangerous, as we see many accidents at these junctions. The size and scale of the development are also wholly unsustainable within the local area.</p>
Include files	
Number	Question 46
ID	LP109666
Full Name	RUTH ISBELL
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 opposed to the destruction of the character of this village and I am against any development on precious Green belt sites, especially when there is the clear possibility of using Brownfield sites in the Borough.</p> <p>I consider it really important that Kings Langley maintains its identity as a village and doesn't spread out to become extensions of Watford or Hemel Hempstead.</p> <p>It isn't rocket science, Brownfield land should be used for any future housing development</p>
Include files	
Number	Question 46
ID	LPIO9667
Full Name	RUTH ISBELL
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 lived in Kings Langley for the past 17 years. I have watched the developments at Ovaltine, Nash Mills and Apsley Lock and seen first-hand the marked strain on the local infrastructure, especially road and train. School and NHS services are at bursting point.</p>
Include files	
Number	Question 46
ID	LPIO9672
Full Name	CHRISTINE TRYBUS
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Access to the M25 is already difficult during rush hour and the traffic through the village is currently a problem and there do not appear to be plans particularly with the scale of Wayside Farm proposed development to help ease this.</p>

Include files	
Number	Question 46
ID	LPIO9673
Full Name	CHRISTINE TRYBUS
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 been a resident of Kings Langley area for most of the last 30 years and the development of the surrounding areas including Apsley has already seen a merging of villages which is detrimental to the individual character of the locality.
Include files	
Number	Question 46
ID	LPIO9674
Full Name	CHRISTINE TRYBUS
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 be sorry to lose Wayside Farm as we do use the shop facilities regularly which is quite unique to the area having Raw Milk produce. It would also be a loss to the not have the farming and ecological benefits it brings in remaining green belt.
Include files	
Number	Question 46
ID	LPIO9689
Full Name	Jackie Ashby
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am appalled at the proposed building on green belt land, the in the destruction of the countryside, wild animal

	<p>habitats and 2 well maintained farms, one with Jersey cows. There are many footpaths that cross this area and give a lot of pleasure to many people. There are brown fill sites which must be utilised first!</p> <p>Other objections include all additional traffic in the area. Kings Langley High Street, struggles to cope at present. A41 leading up to Hunton Bridge is congested at all rush hours. The trains from Kings Langley into London are standing room only. The addition building would cause havoc in the area.</p> <p>The local schools are oversubscribed, so parents cannot get the school of their choice.</p> <p>The doctors surgeries are full.</p> <p>It would spoil the whole area and Kings Langley would not be the historic village it is today.</p> <p>Do not let this happen!</p>
Include files	
Number	Question 46
ID	LPIO9700
Full Name	Lyn Sawyer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Really horrified by the proposed volume of new houses to be built in this area. The impact will destroy the town which already has a problem with traffic, parking and the impact on Drs surgeries and schools will be considerable.</p> <p>I strongly object.</p>
Include files	
Number	Question 46
ID	LPIO9702
Full Name	Mr Garry Lilburn
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 reasons are that I chose to live in Kings Langley as it was a village. I enjoyed that when you approached the village you came through green belt areas such as by</p>

	<p>the Hillside Farm and that when I went for a walk I had a short walk before I was in the countryside.</p> <p>The character of the village is why I chose to live here and to increase its size, allowing the village to join up with other areas will lose the current identity of the village and will lose its character. Village life should be exactly that. Any proposals to increase the size of the village would make it like a small town rather than a village and this should be opposed.</p> <p>The joining up of areas i.e. using up green areas for building will lose Kings Langley's character of a village atmosphere, green spaces close to the village centre, as sense of community which towns do not offer. This is the reasons why so many people live here and to change that character through the coalescence with other areas should be opposed and I object to any building in this area for that reason.</p> <p>I would also state that building in Shendish is NOT Hemel Hempstead despite the postcode but is very much part of Kings Langley. Allowing Kings Langley to be swallowed up to Hemel Hempstead in this manner who be terrible for Kings Langley and particularly its character as a village.</p>
Include files	
Number	Question 46
ID	LPIO9704
Full Name	Mr Garry Lilburn
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	In summary, I object o building in Kings Langley and favour the options of increasing the Dacorum towns but not to the detriment of neighbouring villages.
Include files	
Number	Question 46
ID	LPIO9705
Full Name	Mrs Caroline 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>I am writing to you to object to the recently shared plan, specifically in regards to the proposals for Kings Langley Village. I've been a resident of this fantastic village for 18 years, and already witnessed the impact the Ovaltine and Nash Mills developments have had on it.</p> <p>I struggle to see how any of the proposals can be supported by the village, without huge detriment to the village, villagers and wider community.</p>
Include files	
Number	Question 46
ID	LP109710
Full Name	Mrs Caroline 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>The gap between Watford and Hemel is already shrinking, it would be a disaster if Kings Langley just got subsumed into one of them.</p> <p>8) Kings Langley is a rural idyll, in between 2 large and successful bustling towns with fantastic medieval history that should be protected. The Green belt is so important to the health and wellbeing of so many of the villagers, I personally have loved walking around the local farms and fields, it is so important for preserving our mental health in these challenging times.</p>
Include files	
Number	Question 46
ID	LP109711
Full Name	Mrs Caroline 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>The fact that Wayside farm is a farm that is one of only 2 dairy farms in the county, offering our children a chance to see what a working farm looks like, with the brilliant raw milk it sells and its growing produce range, any development of that would be an absolute travesty and frankly a disaster for the long term health and wellbeing of the village.</p>
Include files	

Number	Question 46
ID	LPIO9714
Full Name	Ian Turner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I wish to appeal against the proposed new housing development planned for Kings Langley.
Include files	
Number	Question 46
ID	LPIO9716
Full Name	Ian Turner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	In Kings Langley at the moment the traffic flow is very poor. The road system we have cannot cope with the number of cars travelling through the village and there are no end of traffic jams. Providing new housing will make the traffic worse.
Include files	
Number	Question 46
ID	LPIO9717
Full Name	Ian Turner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The doctors have a waiting list of a week at times for appointments. The hospital is at Watford and for A&E last time I went there was 4.5 hours waiting time. The hospital cannot cope and has said it is at crisis point.
Include files	
Number	Question 46
ID	LPIO9720

Full Name	Ian Turner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The phone system in Kings Langley is at its maximum and there is a waiting list for broadband due to the lack of capacity at the local telephone exchange. I was the planning manager for the local exchange and there are no facilities to provide extra capacity
Include files	
Number	Question 46
ID	LPIO9721
Full Name	Ian Turner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Part of the Wayside Farm development is for offices. Yet there is empty offices at both ends of Kings Langley why are there requirements for extra ones.
Include files	
Number	Question 46
ID	LPIO9722
Full Name	Ian Turner
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 lived in Kings Langley for over 40 years now and the village will be losing its character with this new housing. Now at the moment the population in Kings Langley is just over 5000 with this new housing development it will be 10,000. No way is there enough infrastructure in place to cope with this.
Include files	
Number	Question 46

ID	LPIO9729
Full Name	Brendon Sparks
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 visited your exhibition at the Civic Centre, Berkhamsted and have read your documentation. I found your plans unacceptable.</p> <p>I have lived in Berkhamsted for over 25 years and the amount of house building has been incredible. It has now reached saturation.</p> <p>Your proposals should be limited to Option 1B to limit house building in Berkhamsted to the extra 600 houses already planned.</p> <p>Berkhamsted has already been more than fair with 34% more houses than the target already built - 10 years of houses built in the first 5 years of the current plan alone. Hemel Hempstead is 21% behind target and there are also opportunities for more housing in Kings Langley.</p> <p>I fail to understand why, having robustly defended annual growth of 430 homes 3/4 years ago, our Councillors and Planners are now promoting a 75% increase?</p>
Include files	
Number	Question 46
ID	LPIO9730
Full Name	Brendon Sparks
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Berkhamsted has already been more than fair with 34% more houses than the target already built - 10 years of houses built in the first 5 years of the current plan alone. Hemel Hempstead is 21% behind target and there are also opportunities for more housing in Kings Langley.</p> <p>I fail to understand why, having robustly defended annual growth of 430 homes 3/4 years ago, our Councillors and Planners are now promoting a 75% increase</p> <p><u>Roads, Traffic & Parking</u></p> <p>The town is already jammed with cars and parking is virtually impossible. To add further houses as your plan outlined would add 4000 more cars. The roads are not big enough. The main road through town cannot be sufficiently widened. The narrow streets off the main road are already jammed with double parked cars. Your plan for extra houses will grid-lock the whole of</p>

Berkhamsted. The current bus routes already find navigating the parked cars in streets difficult, and the time taken to travel has increased due to traffic congestion. The extra traffic caused by your plan will severely impact on bus routes & bus journey times. It took me 20 minutes to drive a 750 yards stretch through town this week due to traffic congestion. Extra traffic due to over building of houses will create chaos. The existing density of housing causing the amount of traffic on roads never constructed to take the now volume of traffic, is already a problem. Your plan fails to address the massive increase in resulting traffic on these roads. Current housing prevents widening or new road building. Your plan ignores this and there is no attempt to address the problems caused.

Parking options in the town are below acceptable requirements. The extra traffic created by your proposals will result in no where to park. I already try to walk into town as much as possible (2 miles return journey) but the town, created in a valley which is steep sided, results in a totally impossible journey to carry weekly shopping home. A car journey for this is needed, and parking is not available now. What your new plan creates is "bedlam".

Health
 Currently I have to wait 7 to 10 days for a doctors appointment. Add the extra housing you are planning and a doctors appointment will become impossible in under a month. This is totally unacceptable to the sick and elderly.

Currently a dentist's appointment is up to a month - and then you have to pay for a private appointment. If the new housing you plan goes ahead an appointment to see a dentist will escalate to 3 months - and as likely as not their fees will increase.

Schools
 The current plan has seen 628 houses built with a further 600 already planned. The current Primary and Secondary school places required will struggle to meet demand. Your plan for even more households will cause the education system to fail as it will be unable to meet the demand.

Include files	
Number	Question 46
ID	LPIO9738
Full Name	Tim and Stephanie Wright
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	My wife and I have been residents in Kings Langley for the past 20 years, living in Toms Lane, Kings Langley.

	<p>I use the A 4251 most mornings to go to work in Watford. This road is already dangerously busy, particularly during peak times.</p> <p>It is even worse when there are problems on the M25, which is becoming a regular occurrence.</p> <p>We both use the footpaths past Wayside farm and up around The Rudolph Steiner school on a regular basis to walk our dogs.</p> <p>My objections to the proposal to develop this area include -</p> <ul style="list-style-type: none"> - The roads around this site are already extremely busy and in peak times are at capacity level. A large scale development on this scale will result in volumes of traffic that the local roads could not possibly support. - The County council farm tenant and his son have worked hard on this farm to make it a productive farm. They have become a real feature of the local community providing fresh local produce and a valuable educational resource for local schools. Farms such as this that allow farmers who cannot afford to buy their own farm the chance to develop their skills are very rare in Hertfordshire let alone the U.K. Once this farm and the tenants have gone, there will be no more council owned farms to replace it. - The open space and 'greenness' provided by this farm provide a much needed and valuable buffer zone from the busy M25 and A14 routes. - The character of the village and its surrounds will be forever negatively changed if this large area of land were to be developed <p>My wife and I as local residents of this area are totally opposed to any development of the Wayside farm site in Kings Langley</p>
Include files	
Number	Question 46
ID	LPIO9739
Full Name	Mr and Mrs A Mitchell
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 object to the proposed development of green belt land in and around King's Langley.</p> <p>We have lived in the village for over 40 years and moved here due to the quiet surroundings and green belt land. I do understand that more houses are needed but object to the use of green belt, when there is brownfield sites</p>

	<p>available, it's already hard to park and if the proposed development happens it will impossible. It could end up doubling in size and turning a village into a town and joining up with Hemel Hempstead and Watford.</p> <p>The infrastructure of the village now would also be unable to cope with the volume of services required for the amount of people moving in.</p>
Include files	
Number	Question 46
ID	LPIO9740
Full Name	Mr. Philip China
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Like many others in our village I attended the Extraordinary parish meeting on 14/11/17 after reading about the threat to our village.</p> <p>My wife and I have lived in the village for just over 40 years and during that time have seen the many changes that have taken place here. The rate of change to the village has in recent years been more rapid (an opinion)</p> <p>I have listed some concerns & comments below:</p> <ol style="list-style-type: none"> 1 Traffic congestion is now a regular feature along the A4251 from the link Road roundabout (Kings Langley) right through to the Two Waters junction at Hemel. The potential sites for development will greatly exacerbate this situation. In the mornings just before 8.00 am there is often a queue back to the bottom of Great Park (Kings Langley) up to the Link Road roundabout. 1 We now live near to the Wayside Farm and enjoy walking from our home along the footpaths to W. of the A41 and to open country. We are horrified of what would happen if this prime farm land were to be developed. Post Brexit we are told that the UK will have to be more self sufficient. What a disaster if we lost our local dairy herd and the grazing and crop growing fields. Once an area like this is even part developed it will come under pressure to release more land for development. Two of my grandchildren live in the village and like to visit the farm and walk over the fields. What will they and others of their generation think of us for allowing this to happen? 3. The village would lose it's unique identity and would be in danger of becoming a suburb near to Hemel

	Hempstead & Watford. I am aware that there is spare office space at Apsley for business purposes and note that on the Link Road in Kings Langley there are empty office buildings (adjacent to the canal bridge). At the parish meeting on 14/11/17 we all heard from a local resident Mr Pilling of Watford Road, Kings Langley, some data from government about the amount of empty homes in Hertfordshire. Is such data taken into account when these plans are being worked up ?
Include files	
Number	Question 46
ID	LPIO9741
Full Name	Emilia Knights
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 this email today to object about the ludicrous proposed development on the Green Belt around Kings Langley and I therefore strongly object to the proposals to build 3000+ additional houses in Kings Langley. In fact, i struggle to fathom why anyone would think this is an enticing idea. It's not. There are copious levels on which i disagree. Firstly, the village doesn't have the infrastructure to support an additional 3000 homes . We don't have the Schools, Doctors surgeries, shops or transport links to support an additional 8000+ people in this village . To add to this, with the 8000+ people who would move to the village as a result of the proposal, would mean that the village will no longer be a village, it will become a small town and if I wanted to live in a small town, my family and I would move to one, I certainly don't want one moving to me .</p> <p>I am under no illusion that you will impose this ill-conceived idea upon us anyway, but as our Dacorum Council it is your duty to listen to the residents of Kings Langley, the people who would be affected, and should you choose to proceed with your callous plan, it would be a scandal of epic proportions . It truly terrifies and deeply saddens me that the fact that the vast majority of the residents of this old, historic and beautiful village are opposed to this, will make no difference to you. History will show the people who blundered in to this idea in the same light as it now shows the architects and town planners of the 1960s tower blocks, surely you cannot be happy about this. .</p> <p>I don't think that Dacorum council have explored any where near enough existing Brown field sites, why ruin the land that has a purpose, the land that is beautiful, and the land that is cherished by so many members of our community. The green belt is merely an easy and lazy option.</p>

	<p>The tragedy of building 3000 houses on Way Side Farm is not a thing short of an outrage and the fact that the land is one of the few remaining Dairy farms in Hertfordshire which has been entrusted to the council and the fact you are even considering this move shows lack of vision . In fact, I believe that a resource like this should not be owned by the council unless its going to be used and cherished as a Dairy farm. I am only 17 years old and even I can see that this is a catastrophic and ill - conceived idea and I do not want to be let down by my council, you need to understand how this can affect Kings Langley, our beloved village in such a negative way, the members of the village have spoken out, listen to us.</p> <p>Thank You for reading this and i truly hope you open your eyes and acknowledge the potential catastrophe you would cast on our village.</p>
Include files	
Number	Question 46
ID	LPIO9743
Full Name	Richard Knights
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 strongly object to the proposals to build 3000+ additional houses in Kings Langley. The ruination of the green belt around this village will be a tragic and misguided mistake. I object on many levels . Firstly, the village does not have the infrastructure to support an additional 3000 homes . We don't have the Schools, Doctors surgeries, shops or transport links to support an additional 8000+ people in this village . To add to this, the village will no longer be a village, it will become a small town and if I wanted to live in a small town i would move to one, I don't want one moving to me . I am under no illusion that you will impose this ill-conceived idea upon us anyway . The fact that the vast majority of the residents of this old, historic village are opposed to this, will make no difference to you. It will be a scandal of epic proportions if this happens ... History will show the people who blundered in to this idea in the same light as it now shows the architects and town planners of the 1960s tower blocks .</p> <p>I don't think that Dacorum council have explored any where near enough locating Brown field sites . The green belt is an easy and lazy option.</p> <p>The tragedy of building 2000 houses on Way Side Farm is not a thing short of an outrage and the fact that the</p>

	land is one of the few remaining Dairy farms in Herts has been intrusted to the council and the fact you are even considering this move shows lack of vision . In fact, I believe that a resource like this should not be owned by the council unless its going to be used and cherished by the council as a Dairy farm.
Include files	
Number	Question 46
ID	LPIO9745
Full Name	Colin 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>The local plan must not ignore the fact that Berkhamsted has been more than fair with its development by building 34% more houses than the target whereas Hemel Hempstead is 21% below target. It is not fair to expect more housing in Berkhamsted; the infrastructure, parking, increased car movements, doctors, schools cannot cope with any more development. Narrow roads in Berkhamsted are used for parking and therefore cause gridlock. All roads leading into Berkhamsted are already at full capacity whether or not it is rush hour. There will, in any case, inevitably be more traffic coming into Berkhamsted via Potten End when the additional houses are built between Hemel Hempstead and Potten End.</p> <p>Option 1b has to be the plan put forward to satisfy the government demands.</p>
Include files	
Number	Question 46
ID	LPIO9791
Full Name	Kim Church
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Iam writing to raise my concerns on the proposals to build on green belt land in Bovingdon for the following reasons:</p> <p>1 - The 4 proposed sites would mean the loss of green belt and conflicts with Dacorums core strategy to minimise the effect on green belt and safe guard the countryside. the village of Bovingdon is also a designated conservation area and this amount of building would have a severe impact on the character of the village.</p>

2 - A dramatic increase in homes, population and cars means more pollution, impact on the drainage system which is already under severe pressure and unable to cope during periods of heavy rain. This is well documented from last October when the village was flooded. In fact Homefield is regularly the victim of a large amount of water running down the road when there is rain. The loss of this field would severely increase the water run off and cause an even greater flood risk to Green Lane and the bottom of the village.

The village is built on clay which does not drain and therefore any loss of green space will only increase the risks to the village.

3 - There is a severe lack of infrastructure to support any increase in the number of homes. There is no secondary school, and the primary school is over subscribed. Where are all the additional children going to go to school? This lack of availability of educational places will result in greater number of journeys being made to & from the village to schools outside of the area.

4- Bovingdon is a village with only 'B' roads to access in and out of the village, and are currently severely congested. Again it is well documented that travelling in & out of the village during busy times, especially at the weekends, school time & rush hours with the market can take an excessive amount of time.

5 - The High Street is extremely difficult to navigate with the large amount of traffic that passes through, as is the case for Green Lane. An increase in traffic will definitely have a major negative impact on the village conservation area. There is a high accident risk in both of these roads. Green Lane has a large number of dog walkers, kids walking & cycling to the football & tennis clubs and already having to navigate with a large number of vehicles that drive at speed passing the cars that are parked all the way along Green Lane.

- 1 The Homefield Proposals state " only minor road improvements would be required for access'. I am assuming this means the loss of the grass verges, which will result in cars double parking along the length of the road. This will ultimately result in the road being smaller than the existing width of the current road.

The turning out of Homefield is a blind corner and you cannot see to turn onto Green Lane . With a large number of people trying to access Green Lane from the proposed new homes there will be as bottle neck at the bottom of Homefield and ultimately people will 'take a risk & pull out on to Green Lane and therefore I anticipate a severe accident risk., as well as long queues of traffic trying to get out of Homefield.

	<p>7 - There is no large scale employment in Bovingdon, therefore this will mean more people commuting to & from a place of work / education, therefore increasing the traffic on already congested roads.</p> <p>8 - There is already agreement to build 60 new homes on Molyneux Avenue, and a 20+ dwelling on council land on Hyde Meadows. This increase, together with the McCarthy & stone development is already a severe increase in population for the village to cope with. Any further development is just not sustainable in a village and will negatively impact the quality of life in the village.</p> <p>With these points I request that the town planners allow the village of Bovingdon to remain a village and do not destroy its character for the sake of allowing land owners to sell off green belt land with no consideration to the limitations of the area and infrastructure or the needs and wellbeing of the village.</p> <p>Development should only be considered where it is supported by infrastructure for health, education, & social provision & opportunities for employment. Bovingdon with minimal infrastructure and severely limited public transport does not have the capacity to fulfil these criteria.</p> <p>I await your response and hope that these views are taken into consideration.</p>
Include files	
Number	Question 46
ID	LPIO9792
Full Name	Aly MacLean
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>Q46. (Berkhamsted) Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the</p>

majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-the-DBC-SM-Process.pdf>

for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the

Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built

and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
 - Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly

Swing Gate Lane and any potential to upgrade

- Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.

- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains
 - Suggestion of ‘bus loop’ not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet

requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Important issue – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway

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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane

- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the

services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Site is insufficient on its own, but could be phased with other
- Some distance from the town
- Next to the Chilterns
- Site is too small to offer scope for additional town-wide leisure
- The canal bridge on New Road is narrow and results in poor pedestrian access to local
- Visually prominent
- Proximity to railway
- Impact on setting of the

- Close to canal - undermines Berkhamsted Vision "protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne"
- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities
-

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible

	<ul style="list-style-type: none"> Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of <p>Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low</p>
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO9839
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>We wish object to the council proposals for releasing Green Belt land around Berkhamsted for significant housing development which would be detrimental to the character of the Berkhamsted and the lives of those who already live in Berkhamsted.</p> <p>Specific areas of concern.</p>

- 1 Traffic through Berkhamsted has already risen to the levels similar to those before the A41 bypass was built.
- 2 Whenever there is a road closure on the A41, all traffic comes through Berkhamsted which means it can take up to 2+ hours to get from one end of Berkhamsted to the other, since we only have a single main road.
- 3 Just adding more traffic lights is not a solution and in most cases these make traffic congestion worse than before they were added.
- 4 Will increase the levels of pollution.
- 5 Suggesting that people will make more use of buses and cycling from the proposed sites is a pipe dream. With most of the proposed sites being on the edge of the Berkhamsted and up a hill people will use cars to travel into Berkhamsted.
- 6 The majority of people of working age in Berkhamsted commute out of Berkhamsted to work. Berkhamsted cannot and will not support the work opportunities for all these new residents. Therefore, the proposed developments would significantly increase the number of journeys out of and into Berkhamsted both via car and train. With the trains on the West Coast mainline already full at peak times.

- 1 Building on the green belt land close to the A41 will have significant disadvantages for any new residents from the point of view of air and noise pollution due to the close proximity to this major A road. It also results in the loss of habitat for animals.

One of the proposed areas can only be accessed by narrow single track county lanes

- 1 Berkhamsted is already overstretched for things such as car parking in the town centre, access to doctor's and availability of school places is limited. This consultation does not take any of this into account in a proactive way and the Berkhamsted would need significant investment in infrastructure and facilities before any land should be considered for release for development. Infrastructure works should be carried out first and not be promised after the event. If it is promised as part of approvals it will probably not happen, due to things such as budget cuts.
- 2 The Dacorum area NHS facilities i.e. Hemel Hospital are being run down at the same time as the number of people living in the area is being increased. Issues around this need to be resolved before providing opportunities for increases in residents to ensure that there is an adequate service to support the increased community.
- 3 Traffic volumes within and around Berkhamsted will be significantly increased.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-DBC-SW-16-01-17.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide textbook examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible "long term boundaries" and that should have been put

out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government's continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing "could help the local economy and encourage provision of local services" and that development of sites "could help to maintain community vibrancy and vitality" totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should

respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.

- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top

- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
 - The loss of productive farm
 - Impact on the Green Gateway into the town – impact on transition area from urban to countryside
 - The land is not well related to existing services and facilities in the town
 - Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town

and all vital facilities will be a key factor in their integration into the community or isolation from

- Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains
 - Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states "The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be

occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”

- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more
- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider

- New building could set a precedent for further development of land southwards to the
 - Site is too small to offer scope for additional town-wide leisure

 - Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling
- in addition the gradient between the town centre and the site may make walking and cycling difficult
- Cumulative negative impact on Berkhamsted infrastructure with little contribution
 - Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
 - Increased car use and growth in level of greenhouse gas emissions
 - Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
 - Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
 - Located near A41 – noise levels and car emissions could affect health and wellbeing
 - Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
 - Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
 - Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
 - Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children

- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
- Impact on landscape/Chilterns
- Impact and visibility of development on valley

- Poor relationship to town centre services and facilities, employment land and

- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of

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- Site is insufficient on its own, but could be phased with other
- Some distance from the town
- Next to the Chilterns
- Site is too small to offer scope for additional town-wide leisure
- The canal bridge on New Road is narrow and results in poor pedestrian access to local
- Visually prominent
- Proximity to railway
- Impact on setting of the

- Close to canal - undermines Berkhamsted Vision "protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne"
- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities
-

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41

- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some

	<p>of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.</p> <ul style="list-style-type: none"> Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO9846
Full Name	Nikki Hamilton
Company / Organisation	Herts & Middlesex Badger Group
Position	Unknown
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>I apologise but we simply haven't had the time to go through the sustainability appraisal documents on your website but are pleased to observe a full scoping report. We do have concerns with a number of developments due to the huge amount of green belt that seems to be under threat along with ancient woodlands being encompassed and priority habitat hedgerows that could be impacted, particularly in the area North of Hemel. As stated in the scoping report, it is important to have habitat connectivity and a protection of bio diversity and we are particularly concerned that certain developments would totally isolate certain areas of bio diversity/wildlife such as HH-h1a and HH-h1b.</p>
Include files	
Number	Question 46
ID	LPIO9849
Full Name	Nikki Hamilton
Company / Organisation	Herts & Middlesex Badger Group
Position	Unknown
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	There are a number of other developments around Hemel and Berkhamsted that may have a possible impact on this protected species as these areas are close to wildlife sites and/or adjacent to ancient woodlands such as HH-h2, HH-h3, HH-e1, BE-h1, BE-h6 or isolated copses as in BE-h4. We would like to be able to survey all proposed sites that are being seriously considered and work closely with Dacorum Planning Department regarding future mitigation. We would be interested in seeing the Herts & Middx Wildlife Trust's report on ecological corridors mentioned in question 25
Include files	
Number	Question 46
ID	LPIO9850
Full Name	Sam Collins
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I live in Kings Langley and have recently seen a lot about positions to stop four planned housing development. I want to show my support for the mentioned proposal. Current house prices are completely out of the question for young hard working people like me. Not to mention that the lack of housing has forced rent prices to an excess. We need to build houses in order to ease the demand and increase the supply and thus hopefully making it affordable for everyone. If I can help in any way please let me know how.
Include files	
Number	Question 46
ID	LPIO9854
Full Name	Aznim Ewer
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	As much as I appreciate more housing is required throughout the country, I have strong objections to the proposed building project in the village of Bovingdon.

	<p>Please find my reasons below.</p> <p>I oppose this because as I understand most sites will be built on the Green Belt. With this proposed expansion will place high pressure on the infrastructure of the village. Plus place high pressure on community services, the local school, dentist doctors etc. The environmental impact will be large and increase pollution and have a impact on all environmental issues.</p>
Include files	
Number	Question 46
ID	LP109856
Full Name	LINDSAY ANSELL
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 sadness at the proposed plans for Kings Langley and the surrounding areas. These were brought to my attention by the Residents Association, and I am very dismayed that the council would propose something so shortsighted.</p> <p>I grew up in Kings Langley, and as such have a moral responsibility regarding the wellbeing of the village currently and a vested interest in it's future.</p> <p>I realise there is a housing crisis which you have to address, however there is already a lack of medical services available to people (including but not limited to, available beds on wards, GP services, and A&E for emergencies). Furthermore all the schools in the area are oversubscribed, including those schools nearby in Watford, Garston and St Albans. If you were to go through with your proposals, you are doing absolutely nothing to provide additional medical care or education opportunities to those moving into the area and are only further exacerbating the existing problem.</p> <p>As a self employed business owner, I am incredibly disappointed at your lack of support for Wayside Farm. I too work with animals, and can fully appreciate what a demanding, yet rewarding lifestyle this is. Wayside Farm is well maintained and turning a profit in the village. It is not a run down, derelict farm, nor are the animals poorly cared for, and yet you wish to take this away from the Charlie and the community as a whole? I would rather drink my milk from a local producer than a factory farm hundreds of miles away. I know many others who feel the same.</p> <p>Finally, as a dog walker and owner, I would like to actually be able to enjoy the many public footpaths within</p>

	<p>each reach of London without having to walk my dog on tarmac through a housing estate. The damage you will do to the countryside as a whole isn't just ugly to look at, it causes the loss of habitat to native animal and plant species. The air quality in Kings Langley is not ideal at present, and it will only get worse if these plans go through. Perhaps if you were invested in sustainable green housing with a low carbon footprint, you would have more support from the community.</p> <p>I hope you will reconsider and do what is best for our village, rather than satisfying your own targets and interests.</p>
Include files	
Number	Question 46
ID	LPIO9867
Full Name	CR & LD JENNINGS
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Not qualified to answer this question.
Include files	
Number	Question 46
ID	LPIO9870
Full Name	STEVE BENNETT
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 strongly opposed to any further development in Kings Langley.</p> <p>My decision is based on the following reasons:</p> <p>* Against the coalescence of neighbouring towns.</p> <p>* Further development of the village would destroy the character of the village. A village that is famous for once having a royal palace of the Plantagenet Kings of England. Also having a 12th century church housing the tomb of Edmund of Langley (1341-1402) the first Duke of York.</p>

	<p>* It is common knowledge that the village is already a commuter nightmare at rush hour, both on the road and local train station, which trains passing through the station so crowded no one can get on and the A4251 to the M25 and A41 dual carriageway queued back through the village and back as far as Hemel on the A41.</p> <p>* No available parking either in the High Street or local car park.</p> <p>* School are already full and local GPs are unable to cope with the residents, let alone increasing the population.</p> <p>* We look out across Green Belt land from our house and we believed this land to be safe from development by the council.</p> <p>* This same land also houses a popular Jersey working farm (Hillside Farm) that is renowned for its raw milk with customers travelling from miles away to purchase its dairy products and grass-fed beef.</p> <p>* I feel it is also important to stress that Shendish Manor comes under the Parish of Kings Langley and NOT Hemel.</p>
Include files	
Number	Question 46
ID	LP109872
Full Name	Lisa Bennett
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 strongly opposed to any further development in Kings Langley.</p> <p>> My decision is based on the following reasons:</p> <p>></p> <p>> * Against the coalescence of neighbouring towns.</p> <p>></p> <p>> * Further development of the village would destroy the character of the village. A village that is famous for once having a royal palace of the Plantagenet Kings of England. Also having a 12th century church housing the tomb of Edmund of Langley (1341-1402) the first Duke of York.</p> <p>></p>

	<p>> * It is common knowledge that the village is already a commuter nightmare at rush hour, both on the road and local train station, which trains passing through the station so crowded no one can get on and the A4251 to the M25 and A41 dual carriageway queued back through the village and back as far as Hemel on the A41.</p> <p>></p> <p>> * No available parking either in the High Street or local car park.</p> <p>></p> <p>> * School are already full and local GPs are unable to cope with the residents, let alone increasing the population.</p> <p>></p> <p>> * We look out across Green Belt land from our house and we believed this land to be safe from development by the council.</p> <p>></p> <p>> * This same land also houses a popular Jersey working farm (Hillside Farm) that is renowned for its raw milk with customers travelling from miles away to purchase its dairy products and grass-fed beef.</p> <p>></p> <p>> * I feel it is also important to stress that Shendish Manor comes under the Parish of Kings Langley and NOT Hemel.</p>
Include files	
Number	Question 46
ID	LPIO9873
Full Name	CLARE DARBY
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 add my objection, if I may, to the plan to expand housing by building on Green Belt land in Hillside Farm, Rectory Farm, Wayside Farm and the Shendish Estate.</p> <p>This is for several very simple reasons.</p> <p>Having lived in Kings Langley and nearby for the best part of forty years, I have seen many changes to the existing housing. They invariably place strain on the local infrastructure. I feel this is particularly obvious on the A4251. Even outside of peak rush hour, this road sometimes becomes extremely busy. This has worsened in recent years, following the development of sites at the Ovaltine Factory and in Nash Mills. Whilst these homes are lovely; they have placed strain on the existing roads.</p>

	<p>Not only that, but the increased number of inhabitants has also placed similar strain on the doctors' surgery, and the local secondary schools.</p> <p>Any further development on the Shendish Estate is going to increase this exponentially, particularly if the proposed building also goes ahead elsewhere in Kings Langley. Moreover, there have already been other new developments locally, namely in Apsley Mills and on Featherbed Lane. I am aware that there are theoretical targets which should be met, but I feel that playing to these paper numbers is ignoring the practicalities and difficulties of introducing so many more inhabitants to the area. Please also remember that the wider area is also undergoing increases: The Kodak Tower and LA3 to name but two.</p> <p>DBC's own Local Plan suggest that a capacity of 50 new homes is the limit; how does the Green Belt building sit with this?</p> <p>Which brings me to another concern, that of building on Green Belt land. It is valuable and protected for a reason; we need it for recreation, health and wildlife protection. It is a valuable resource which, should we begin to build on, will slowly begin to disappear. We can't make exceptions, or over time it will be completely lost.</p>
Include files	
Number	Question 46
ID	LPIO9880
Full Name	A G Brownlee
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 make protests on the above plan , in particular the suggestions for developments in Kings Langley.</p> <p>I am happy to support extending Hemel Hempstead up to the boundary of , but not including, Shendish. However I object to the other 3 plans which have a more direct affect on Kings Langley ie the ones proposed for Hill Farm, Rectory Farm and Wayside Farm.</p> <p>All of these 3 plans have the affect of destroying the very nature of Kings Langley unnecessarily when there are more suitable alternatives in other towns in the area,</p> <p>Kings Langley has the character of a village supporting close communities in an attractive setting in a valley centred on the Grand Union Canal. The proposals would</p>

	<p>have the affect of destroying that unique mix which makes it what it is.</p> <p>If enacted it would completely change the character of the place - in some instances this would be the loss of something unique and irreplaceable eg Wayside Farm with its herd of Jersey cows and its supply of milk and other farm produce. this would not come back, nor would there be an alternative place to move it to. It would simply be lost.</p> <p>If we go along with any of the plans then this would open the way to further development further down the line. Traffic through the village to and from the M25/A41 would expand due to possibly of hundreds of cars. The traffic would affect streets such as Coniston Road, Vicarage Lane and Langley Hill as well taking children to the schools at the top of the village. The increased demand for train travel would also negatively affect travel from Kings Langley in particular into and back from Euston in London. The trains at rush hour are already very busy and would struggle to hold potentially a fair number of extra travellers on this line starting from Kings Langley Station.</p> <p>The current surgery in the Nap meets the demand in Kings Langley quite well but this would be expanded by 100's of new patients. Of course a new surgery and/or school would be built or so we are told. However, there is nothing certain about this in today's political climate.</p>
Include files	
Number	Question 46
ID	LPIO9882
Full Name	LEIGH WISEMAN
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 contacting you regarding the New homes that are planned to be built in Bovingdon. I have lived in Bovingdon since 1970 and then it really was a village but now it already feels like a small town.</p> <p>It takes forever to cross the road outside my house due to the constant traffic, I can never find a car parking space if I was to pop down the village in my car. In fact now I don't bother I walk down. Our school is at bursting point and there is no way our Doctors Surgery could cope with all these extra families moving here. The Saturday market brings the Hempstead Road to a standstill and also the high Street. It's an absolute</p>

	<p>nightmare driving down Bovington High Street as there are cars parked all over the place, where you are squeezing through, in and out trying not to clip anyone's car mirrors off. It just unbelievable that anyone would consider building more homes in an already over populated area.</p> <p>Also what about the Green Belt situation, 'safeguard the countryside?'</p> <p>The pollution with the increased traffic would be very worrying, Bovington just could not function with all these new homes and families, there are too many people living here already.</p>
Include files	
Number	Question 46
ID	LPIO9884
Full Name	Mrs E Mothersole
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 in favour of building more homes in Tring as young people who want to live in the area need choice and affordable homes.</p> <p>Back in 1982 when we moved into a cluster house in Hunters Close they were very much an affordable option for young people.</p> <p>Tring has changed dramatically since then house prices have soared there is no longer any affordable housing.</p> <p>Could you clarify what you mean when you say 'affordable' housing and how can you guarantee that the percentage stays at 40% and is non-negotiable as in lowering this percentage to suit developers.</p>
Include files	
Number	Question 46
ID	LPIO9887
Full Name	NEIL ASHLEY
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am a resident of Kings Langley. I support Option 1A because developing the three towns is the best way to:

	<ul style="list-style-type: none"> • use brownfield land • protect the green belt • prevent the coalescence of the village with Hemel Hempstead and Watford • protect the character of the village • prevent transport chaos with gridlock from J20 of M25 into Kings Langley High Street <p>Once the character of a village is lost, it's gone forever. Option 1A is the only option that gives Kings Langley a chance of survival as a village community</p>
Include files	
Number	Question 46
ID	LPIO9888
Full Name	Philippa Mitchell
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 very much in opposition to the excessive building proposals around Piccotts End. It is particularly the ones at HH-h2, HH-h1a, and HH1b which would destroy the nature of the village and conservation area and join Piccotts End onto the main town.</p> <p>Also, the initial assessment by Dacorum was not to recommend these sites for further consideration and I feel this must be upheld. These areas have designations as Chilterns Area of Outstanding Natural Beauty (CAONB), and contain beautiful woodland.</p> <p>They are also green belt and open. There is no need to build this excessive number of homes - the original government figure is sufficient.</p> <p>It would also mean far too many cars would come into Piccotts End Road and also the Leighton Buzzard road which is already hugely overcrowded.</p> <p>There is currently flooding now, and further built development would make this much worse with all the run-off water.</p>
Include files	
Number	Question 46
ID	LPIO9890
Full Name	Suzanne Jannese
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 to my previous email I would like to object to building at Bank Mill Lane for the following reasons:</p> <p>Core Strategy rejected this option for the following reasons</p> <ul style="list-style-type: none"> • Encroachment of the urban area along the valley bottom and into adjoining open countryside. • • Distance from the town centre services and facilities, employment land and station. • Impact on setting of the River Bulbourne. • Reduction in the degree of separation between the town and Bourne End <p>In addition I would like to make the following objections</p> <ul style="list-style-type: none"> • Expansion of town to east – would significantly alter Gateway to Berkhamsted • Located in Berkhamsted Conservation Area • Impact on adjacent AONB • Risk of flooding identified in assessment • Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted • Suggestion of provision of local play space – edge of town not a practical site • Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes • Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services – residents won't be walking and cycling to the town • Air and traffic pollution and effect on wildlife <p>Bank Mill Lane will not sustain traffic on this road - it is too narrow - without having to destroy Green belt trees.</p>
Include files	
Number	Question 46
ID	LPIO9891
Full Name	Prof DAVID COLQUHOUN
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I support most of the local plan. I deplore the nimbyism shown by many residents of Kings Langley. Not only is

	<p>house-building an absolute priority (for all political parties), but new housing will be good for businesses in Kings Langley.</p> <p>The only reservation that I have is that I think that it would be good to preserve a bit of greenery between Kings Langley and Watford. It would be a pity if they were merged into one vast conurbation. It isn't clear to me that KL-h3 achieves this aim.</p> <p>I'm entirely in favour of HH-h3, HH-e1. KL-h1 and KL-h2.</p>
Include files	
Number	Question 46
ID	LPIO9894
Full Name	Lianne Guest
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 strongly opposed to the two proposed housing sites in Markyate for the following reasons.</p> <p>-The local village school is already at full capacity with the levels of children now in Markyate as a result of the two recent developments and is not in any position to increase class sizes further without detrimentally affecting our children's education.</p> <p>-The high street is a complete bottleneck already and would not cope with more traffic flow. Buses in particular find it very hard to drive the length of the high street without cars having to either reverse or mount the pavement, which is incredibly dangerous.</p> <p>-I do not feel that our green belt land should be developed. Our children should be able to grow up in the lovely village they know with lots of green space. If we start building on green belt land, where will it stop?</p> <p>-There have already been two large developments in Markyate within the last few years so I feel we have done our bit for the housing crisis.</p> <p>-We were promised a new Doctors surgery as part of the Hicks Road development which never came into fruition, therefore the doctors surgery would also struggle to cope with an increase in population.</p>
Include files	
Number	Question 46
ID	LPIO9895
Full Name	Miss Jane McCLELLAND
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 response to question 46; I object to the proposed development HH-h1a, h1b, and h2 surrounding Piccotts End the only historic area of Hemel with swathes of newly built houses. There is a Roman Villa beneath the ground on the land facing Piccotts End on the other side of Leighton Buzzard Road so surely this is an area of significant historic value.</p> <p>Such a development in such close proximity to the town will put a huge strain on already stretched resources:</p> <p>The Leighton Buzzard Road can barely cope with existing traffic during rush hour periods. The Link Road is horrendously busy and will have permanent traffic jams.</p> <p>The bus service will not be sufficient thus putting more cars on the road The schools and doctors surgeries are already at full capacity and will not be able to cope with additional influx of pupils and patients Flooding is an issue and a solution to this has recently been sorted out. How will the water table cope?</p> <p>In short, this is a frightening proposal. To build on the precious Green Belt will set a precedent and open the flood gates to unstoppable development. In short, the character of the one of the few historic areas of the town will be completely destroyed for ever.</p>
Include files	
Number	Question 46
ID	LPIO9896
Full Name	David Dunham
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 strongly object to the planned building of residential housing & any other buildings in Kings Langley on the scale proposed by Dacorum Council especially Wayside Farm.</p> <p>I was born in 1963 & have been lucky enough to live in Kings Langley all my 54 years.</p> <p>Many changes have happened over the years especially the building of residential homes, not only in Kings Langley but the very close surrounding areas.</p>

Now used as a commuter base for people working in London & the train link with roads links on our doorstep, it make it an ideal place for these commuters to live. This in itself has ruined the village community over the years. Traffic on our roads has increased 100 fold with the bypass having no effect through the village as it was intended to & putting people's lives at risk crossing the roads. Traffic is now back to how it was, through the village as it was pre-bypass. If any of the motorways(M25 & M1) have an accident the whole surrounding area becomes gridlocked & Kings Langley comes to a standstill. Now DBC want to build another village, in population, in Kings Langley. Doubling the amount of dwellings & therefore the amount of traffic on our roads.

Wayside Farm is a working farm & opens its doors to our community, providing goods & milk to local people & allowing local school children to see & help out on a working farm, something that has been lost in this day & age as I used to help out on the very same farm when I was young.

The Ovaltine development is in Kings Langley parish but had no dwellings offered to local people, this development & the Nash Mills development also.

Both these sites have had a detrimental effect on our village as the infrastructure is not capable of sustaining these let alone 3,000 plus houses. The schools, dentists, doctors etc cannot cope at present & will never be able to with the current plans. Parking in Red Lion lane is a prime example of BAD PLANNING as cars are parked on the pavement & a pushchairs cannot get down the path as the path is blocked by these cars.

The only main Hospital with A&E is Watford, & is at full capacity now, the next A&E is either Harrow or Welwyn Garden City too far for people now to travel let alone another 3,000 plus.

These plans would make Kings Langley A TOWN, not a village & will merge us with Hemel or Watford. These plans are not a good idea for my village & community. Therefore once again, I STRONGLY OBJECT TO THESE PLANS & will do everything I can to prevent these happening.

Include files	
Number	Question 46
ID	LP109898
Full Name	KERRY BIGGER
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 emailing you to add my objections regarding the planned development at various sites in Bovingdon.</p> <p>For these reason:-</p> <ol style="list-style-type: none"> 1 Loss of Green Belt: The proposal conflicts with Dacorum's Core Strategy to minimise impact on green belt and safeguard the countryside. 2 Lack of infrastructure: Increasing homes without addressing the Village's major traffic congestion and parking problems will make both far worse and exacerbate their negative impact on local businesses, air quality, road safety and quality of life. 3 Community services: Bovingdon Academy is at near capacity with no room to expand, Village doctors and dentists are at or near capacity (one practice is shared with Kings Langley and will therefore be doubly impacted). 4 Environmental Impact: Dramatic increase in homes, population and cars means more pollution. Loss of green belt, increased water abstraction, the impact on soil quality, drainage/sewer system. increased flood risk particularly at the Ryder Memorial. <p>Without infrastructure improvements, any development in Bovingdon beyond the 90 in the existing plan is not sustainable and will negatively impact the quality of life in the Village even further.</p>
Include files	
Number	Question 46
ID	LPIO9899
Full Name	Jason 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 am writing to you with reference to the planned development of Greenbelt sites within Kings Langley to share my serious concerns regarding the development</p>
Include files	
Number	Question 46
ID	LPIO9900
Full Name	Jason Brown
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	Wayside Farm – One of the sites being considered is Wayside Farm which is one of only four working dairy farms in Hertfordshire. Wayside Farm is at the heart of the community, it regularly holds open days where children within the village can observe and learn how a farm works. We buy our milk from the farm along with our vegetables. If planned developments are to improve the future economic growth of our country, how can the development of Greenbelt land which is the home of a thriving business be building future economic growth? I know the land is owned by the council and is an easier option but I urge you to reconsider this proposal as in my opinion, this is a short term view/option which will have dire consequences on the future of our village and indeed the country. There are so very little traditional businesses in existent in the present day that we are in danger of them becoming extinct so they must be protected, surely there must be another way.
Include files	
Number	Question 46
ID	LPIO9903
Full Name	Jason 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>1 Loss Of A Wonderful Village – I grew up in Bushey and I witnessed the expansion of the village which eventually led to the loss of the village community. With continued building, Bushey has simply become immersed into Harrow and Watford. In reality, greater London has expanded from Harrow to now this side of Watford. Abbots Langley is effectively part of Watford/Garston now due to the continued development of its borders. Kings Langley was Hertfordshire's village of the year in 1997 and Hertfordshire West village of the year in 2012. Kings Langley has a wonderfully vibrant community and a very safe, welcoming ethos. Villages like Kings Langley are becoming increasingly rare and the village ethos needs to be protected. If we are not careful, Kings Langley will follow the same fate as Bushey and simply become part of Watford and Hemel Hempstead on either side. The development of the Greenbelt sites would signal the continued march of greater London to Hemel Hempstead and signal the end of the village ethos.</p> <p>1 Road Congestion – The congestion on the roads in the village is already at breaking point, adding potentially in excess of 3,000 homes will dramatically increase congestion further and make</p>

	<p>road travel impossible. We already have regular traffic queues from the M25 junction 20 roundabout going back beyond the village with all supporting roads gridlocked as well. I am aware part of the plan is to build roads on the sites but they will still have to feed onto the A4251. This is simply not feasible, the roads cannot cope.</p> <p><u>Train Travel</u> – The trains from Kings Langley during peak times are already at breaking point, adding over 3,000 homes which could mean 6,000 more commuters, would mean there is not physically enough room on the trains for the volume of commuters. Could this mean people who live in the village are unable to accept jobs in London due to transport links? How is this supporting future economic growth if you are unable to take a job in London? If this is the case, a lot of people will be forced to move out of the village, thus causing a lot of vacant buildings which negates the whole objective of what you are trying to achieve.</p>
Include files	
Number	Question 46
ID	LP109908
Full Name	Jason 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><u>Office Development On Greenbelt Land</u> – I understand part of the development on the greenbelt sites is for offices and I assume this is to support the Government's National Planning Policy Framework to "Support development which encourages economic growth and the creation of sustainable communities." I fail to see how the building of offices on Greenbelt land supports this. There are a lot of vacant offices in Dacorum and the surrounding area so adding more vacant buildings to replace Greenbelt land does not support economic growth. Businesses are struggling to move to this area because the transportation infrastructure is not adequate to sustain a consistent workforce. Surely a better, longer term plan is to utilise vacant properties rather than developing Greenbelt land</p>
Include files	
Number	Question 46
ID	LP109911
Full Name	REBECCA STERLING
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 Kings Langley and feel very strongly about protecting our greenbelt areas but also keeping our village as a village. The proposals would more than double the size of the village, creating an overcrowded town feel as well as removing character from this historic village.</p> <p>It would be much better, and more sustainable, to focus on building around existing towns which already have public transport links and greater schools/healthcare rather than build more in Kings Langley which will clog the already over congested roads.</p> <p>I understand that we need more housing but this should only be allowed on brownfield sites. The national planning policy framework states that the greenbelt should serve the following purposes;</p> <ol style="list-style-type: none"> 1 Keeping a check restricted sprawl of large built up areas. So we need to keep kings Langley as a village separate from Hemel/Apsley otherwise there will be this amalgamation and urban sprawl becoming a coalescence. 2. Prevent neighbouring towns merging into one another 3. assist in safeguarding countryside from encroachment. There are three proposed sites on farms and building on them would clearly constitute encroachment on countryside 4. Preserve setting and special character of historic towns. Clearly Kings Langley is a special village with medieval history which would be lost if becomes amalgamation of Hemel and Watford. <p>4/5 of these important points will become invalid if you allow building on greenfield sites around Kings Langley.</p> <p>I also feel that Kings Langley cannot cope with any more traffic on the roads, getting out of the village in the morning at rush hour currently takes around 20 minutes and getting to Watford hospital is unthinkable at rush hour. Adding thousands more houses to village would make this even worse and unsustainable. Moreover our doctors and schools are full.</p>
Include files	
Number	Question 46
ID	LPIO9913
Full Name	REBECCA STERLING
Company / Organisation	
Position	
Agent Name	
Company / Organisation	

Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Wayside Farm is integral in our village community, having fields for people to walk in everyday, farm animals to connect with nature and a farm shop which brings the community together as well as only 1 of 2 remaining dairy herds in the county. We must protect things like this that matter rather than concreting the green fields and creating more housing estates.
Include files	
Number	Question 46
ID	LPIO9915
Full Name	Jason Brown
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I urge you again to reconsider this decision as it will change the face of Kings Langley and Hertfordshire permanently. This is a decision which we and our children will suffer the consequences forever, once the Greenbelt sites are developed, it cannot be undone and I hope the people who make the decision can sleep easy with this on their conscience if the development proceeds.
Include files	
Number	Question 46
ID	LPIO9916
Full Name	MR & MRS 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 would like to raise my concerns about new housing being suggested for Markyate.</p> <p>Having been a resident in Markyate and Flamstead all my life, except whilst at university, I believe I have a good understanding of the village.</p> <p>We have lived in our current home on the Hicks Road new development for 3 years and are looking for a new family home, as our downstairs is too small with a child now. We have had our property on the market for 8</p>

	<p>months and have been unable to sell it. There is no demand for new housing in Markyate. If you look at many of the properties currently up for sale, it is not selling fast. There are several on our estate alone.</p> <p>We also cannot find the type of property we would like if we did manage to secure an offer. It seems to be a stalemate.</p> <p>We have huge concerns for yet more housing to be thrown into the mix. The infrastructure which was promised with our development has not happened. The improved doctors surgery, a playground and more shops in the retail units. The retail units remain empty years on and are surely a waste of space and further proof that there is not the demand for property in Markyate?</p> <p>The school has not had investment, the roads have not been improved, adequate parking has not been provided, the drains block and overflow, the public transport is not enough, we have power outages and the broadband and mobile phone signal is poor. The infrastructure already cannot cope for the numbers currently living in the village.</p> <p>We would love to remain in the village and would like a bigger house here, however we will be opposing any new development until money has been spent on improving the infrastructure. We will only agree and support new housing when we are convinced the village is ready to support it and the infrastructure required has been built first.</p> <p>We feel this is necessary due to our experience with recent new developments in the village and infrastructure promised not being delivered.</p> <p>Hopefully our comments can be considered, respected and take seriously during the decision making process.</p>
Include files	
Number	Question 46
ID	LP109917
Full Name	JAMIE STEELE
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 a market town with history, atmosphere and draws people from areas far and wide as visitors and tourists! We have a beautiful canal that instead of

	<p>infilling with yet more development, we should be preventing its destruction!</p> <p>Any small areas of Green Belt Land should be preserved so that we don't join up a beautiful market town with all the surrounding towns, Hemel Hempstead, Tring and ultimately St Albans.</p> <p>We have a lot to be proud of so why are the planners trying to destroy it?</p> <p>We do not have the infrastructure, sufficient schools, GP practices, hospitals, water supplies or roads to cope with the massive amount of people that would be in the area if the current forecasted building development goes ahead.</p> <p>Green Belt land, not only encompasses beauty but with this brings wildlife, all of which will be threatened by further development!</p> <p>I truly hope that within the Planning Department of our current Government, someone has the foresight to halt erosion of our Green Belt and Market Town. Be rest assured, it can NEVER be replaced!</p> <p>I fully object to the Green Belt being released for development, which will only make greedy developers even richer, and destroy our community and landscape.</p> <p>I also object to the large scale of housing development which is being proposed for Berkhamsted.</p>
Include files	
Number	Question 46
ID	LPIO9918
Full Name	JEREMY STEELE
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Berkhamsted is a historic market town with beautiful architecture and a lovely atmosphere. One of the highlights is the canal which because of its beauty attracts many visitors throughout the year. And yet development is increasingly popping up on Green belt areas along its side. I fear that if this persists, we will lose this precious area of nature which will not only diminish the number of visitors but also the local wildlife.</p> <p>Another reason this development needs to be halted on what seems to be every surrounding area of green belt land to the town is because we simply do not have the infrastructure to support the massive growth of people. Do the local schools, GP practices and road really have the capacity to deal with this extra capacity?</p>

	I truly hope that the Planning Department of our current Government fully appreciates the irreversible damage that will be caused if a more sustainable housing development policy is not adopted.
Include files	
Number	Question 46
ID	LPIO9919
Full Name	N K Hopes
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I object to the houses in Bovingdon as parking and traffic is already a problem and the school is limited
Include files	
Number	Question 46
ID	LPIO9924
Full Name	Mr Richard Sidwell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>So many planning principles in Dacorum's vision are contradicted by the plans for Wayside Farm (KL-h3) in particular: commitment to well being of residents (SO many people use this land to walk, exercise, meander, dog walk, observe nature). Also, Wayside now has an amazing thriving raw milk business with people coming here from afar afield as Enfield, Slough & Oxford, all of whom I've met personally whilst buying milk. They are impressed by Kings Langley & the local support shown for this locally grown food supply, which covers more areas of Dacorum's vision; industry, tourism, locally grown food, protection of the environment & nature, and keeping development firmly within a village's character. Educational trips are taking place, encouraging future generations to take in interest in food quality, local business, animals and the great outdoors. A farm shop is also now on the farm, which is home to one of only 2 herds of Jerseys left in Hertfordshire.</p> <p>Within a short distance of Wayside is an office block currently being converted to flats, more offices standing empty near the station, and other industrial sites on Station Road with space to spare & also other empty</p>

	buildings. This area certainly does not require more offices or warehouses, particularly in its Green Belt!
Include files	
Number	Question 46
ID	LPIO9925
Full Name	Mr Richard Sidwell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The roads around Kings Langley are already heavily congested, particularly at peak times where it can take 20 minutes to get out of the village. The environmental impact of developing Wayside on the River Gade (protected under your own plans) would be severe with increased run off & pollution.
Include files	
Number	Question 46
ID	LPIO9926
Full Name	Mr Richard Sidwell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	KL-h1 is also of great local concern. The plan for 280 houses will bring about yet more traffic which is unsustainable given the already over congested roads of Langley Hill, Vicarage Lane and Common Lane, not to mention the 3 schools all within a few hundred metres of this site which already contribute to traffic chaos at times particularly when encountering goods traffic heading to Chipperfield up these 3 small roads. Your plans mention level access to the village which is factually incorrect.
Include files	
Number	Question 46
ID	LPIO9928
Full Name	Mr Richard Sidwell
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The Chancellor's autumn statement included strong protection of our Green Belt. KL-h3 is such a site & must be protected.
Include files	
Number	Question 46
ID	LPIO9929
Full Name	Bryan Smart
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I do not believe that an expansion of dwellings in Berkhamsted is appropriate at this time. The town needs more infrastructure in the form of schools, doctors and other amenities first.
Include files	
Number	Question 46
ID	LPIO9931
Full Name	Stephen Meadows
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am writing to object to the possible development of this area, which I feel would have a detrimental effect on the environment and character of Tring. The site is currently part of the green belt and is adjacent to the Chilterns area of natural beauty. Placing an industrial unit in this area should be unthinkable.. The infrastructure in Tring is already stretched and the siting of a significant number of houses at the site, as suggested would place a further, unacceptable strain on the town. For these reasons I am opposed to the inclusion of site Tr-h5.in the Local Plan.
Include files	
Number	Question 46

ID	LPIO9932
Full Name	Alice Cadogan
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 to give my support in principle for housing developments in Bovington. Generally speaking we need more housing and a mixed development including affordable housing and associated amenities would be welcomed.</p> <p>I would appreciate further more developed proposals as to how the school issue would be resolved. Just how many children per year live inside Bovington and how many out? Would the additional load created by the housing be able to be covered by the places of those usually given to those living outside of Bovington?</p> <p>Or if not, could an additional school be built by increasing the number of proposed houses to meet the threshold required for a new school? What is this threshold?</p>
Include files	
Number	Question 46
ID	LPIO9933
Full Name	Alice Cadogan
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>If development is a reality then would it be possible to approach Mr Mash, who owns the airfield, with greater fervour? That site would suit a much bigger development that might meet the threshold for a new school and potentially other amenities that the village would benefit from.</p>
Include files	
Number	Question 46
ID	LPIO9934
Full Name	Alice Cadogan
Company / Organisation	
Position	
Agent Name	

Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The villagers will hark on about the parking issues and the high street and how much worse it will be with additional housing but still drive and park their cars on the high street instead of walking. Some hard truths would be welcomed or a hard line strategy to prevent this selfish behaviour. I believe the Parish Council have had some constructive thoughts about the parking that they might like to share
Include files	
Number	Question 46
ID	LPIO9936
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	I am registering my objections to the proposals to build even more houses in this town. The terrain is unsuitable , will not accommodate the thousands of additional cars on the roads daily. They are narrow and steep roads which are saturated with traffic. There are difficulties in getting a GP appointment, and school places for children. Considering the town has already expanded 34 percent above target whilst Hemel Hempstead is 21 percent below these plans are unreasonable. I hope that common sense and fair play will prevail and these proposals will be abandoned.
Include files	
Number	Question 46
ID	LPIO9937
Full Name	Mr and Mrs Alan Bickerton
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	The latest proposals at the eastern end of Tring seem illogical in as much as adding more population into areas that are already well populated and in Tring in particular

	<p>where the infrastructure is struggling to cope with road and bus transport as it is.</p> <p>The eastern side of Tring see's 95% of the traffic coming down Cow Lane (which is a country lane not built for heavy traffic) from the A41, then trying to turn right onto Station Road at the Grove Rd nightmare of a staggered cross roads junction to then go through the Tring Station area to the villages such as Pitstone etc. More traffic in this end of Tring would need extensive new road layouts not only around Tring but also through the Tring Station area.</p>
Include files	
Number	Question 46
ID	LP109942
Full Name	mrs sarah catt
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 my strong objections to <u>any</u> housing developments in Bovingdon for the following reasons:</p> <p>Dacorum has a core strategy that "minimises impact on green belt" and "safeguards the countryside"- Bovingdon does not want to become part of the urban sprawl that many areas around Hemel and Chesham have become. To build on green belt increases the risk of flooding and Bovingdon suffered a bad flood affecting a number of houses recently. The reduction in green space impacts on the soil quality and the drainage and sewer system.</p> <p>An increase in housing means more traffic and more pollution in the air- we live on the Chesham Road where the pavements are ridiculously narrow and where traffic already whips past perilously close to pedestrians. Access to and from Bovingdon is regularly impeded by heavy traffic especially at rush hours and weekends when the busy Bovingdon Airfield market is on, with traffic tailing back from the Hempstead Road to the bottom of Box Lane. If there are any road works or accidents Bovingdon and the surrounding lanes become quickly gridlocked. The High Street cannot cope with the current traffic load now with cars, lorries, vans and buses mounting the pavements to get through, putting pedestrians including the many children who walk to the primary school, at risk. The roads are just not suited to the number of vehicles that currently attempt to travel through our village with stand offs a regular occurrence. There is inadequate parking in the village and nobody to enforce parking regulations.</p>

	<p>Community services for Bovingdon, such as the school, doctors and NHS dentists are already stretched. Further influx of people will only worsen this, impacting negatively on the community. Secondary school places have always been contentious for the youngsters of Bovingdon- where will these extra school age children be educated?</p> <p>To summarise, as a resident in Bovingdon, I believe the infrastructure of Bovingdon is already at full capacity. We have 90 proposed developments in the existing plan to add to this. Please save our village!</p>
Include files	
Number	Question 46
ID	LP109943
Full Name	Simon Catt
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 objections to any further developments to the Village , my objections are as follows:</p> <p>Dacorum has a core strategy that "minimises impact on green belt" and "safeguards the countryside"- Bovingdon does not want to become part of the urban sprawl that may areas around Hemel and Chesham have become. To build on green belt increases the risk of flooding and Bovingdon suffered a bad flood affecting a number of houses recently. The reduction in green space impacts on the soil quality and the drainage and sewer system.</p> <p>An increase in housing means more traffic and more pollution in the air- we live on the Chesham Road where the pavements are ridiculously narrow and where traffic already whips past perilously close to pedestrians. Access to and from Bovingdon is regularly impeded by heavy traffic especially at rush hours and weekends when the busy Bovingdon Airfield market is on, with traffic tailing back from the Hempstead Road to the bottom of Box Lane. If there are any road works or accidents Bovingdon and the surrounding lanes become quickly gridlocked. The High Street cannot cope with the current traffic load now with cars, lorries, vans and buses mounting the pavements to get through, putting pedestrians including the many children who walk to the primary school, at risk. The roads are just not suited to the number of vehicles that currently attempt to travel through our village with stand offs a regular occurrence. There is inadequate parking in the village and nobody to enforce parking regulations.</p>

	<p>Community services for Bovingdon, such as the school, doctors and NHS dentists are already stretched. Further influx of people will only worsen this, impacting negatively on the community. Secondary school places have always been contentious for the youngsters of Bovingdon- where will these extra school age children be educated?</p> <p>To summarise, as a resident in Bovingdon, I believe the infrastructure of Bovingdon is already at full capacity. We have 90 proposed developments in the existing plan to add to this. Please save our village!</p>
Include files	
Number	Question 46
ID	LPIO9945
Full Name	Matt Church
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 raise concerns on the proposals to build on green belt land in Bovingdon. We are in the process of moving into the village and have concerns over the effects the proposed building will have on the village.</p> <p>The proposed sites would mean the loss of green belt and contradicts Dacorum's core strategy to minimise the effect on green belt and safeguard the countryside. Bovingdon is also a designated conservation area and this amount of building would have a severe impact on the character of the village.</p> <p>A large increase in homes and population means more impact on the drainage system which is already under severe pressure and unable to cope during periods of heavy rain. We are moving into Eastnor on the moody estate, and due to local searches, we have been made aware that this particular road suffered flooding in October 2016.</p> <p>There is a severe lack of infrastructure to support any increase in the number of homes. There is no secondary school, and the primary school is over-subscribed. Something we are particularly concerned about when we begin to raise a family.</p> <p>Access into and out of Bovingdon can already be tricky during busy times. Rush hour and Saturdays with the market traffic can cause havoc in the village. This</p>

	<p>problem will only be made worse with the increased cars. The High Street is extremely difficult to navigate with the large amount of traffic that passes through, as is the case for Green Lane. An increase in traffic will definitely have a major negative impact on the village. There is a high accident risk on both of these roads. Parking often causes a problem on the high street and up Green Lane.</p> <p>The opportunity of employment in Bovingdon is limited, therefore this will mean more people commuting to & from work, increasing the traffic on already congested roads.</p> <p>There are already plans in place to build 60 new homes on Molyneux Avenue. This increase, along with the McCarthy & Stone development is already a severe increase in population for the village to cope with. Any further devolvement is just not sustainable in a village the size of Bovingdon.</p> <p>Having lived in Bovingdon most of my life, I don't believe the village is capable of sustaining any further houses. The above points will only be made worse by an increase in population.</p>
Include files	
Number	Question 46
ID	LPIO9946
Full Name	Jennie Broome
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'm sending this email as I would like you to hear my opinion on the proposed housing developments in Bovingdon.</p> <p>As someone who was born and bred in Bovingdon, I think it's fair to say that I love where I live. Bovingdon has been my family's home for generations and it's where I will probably spend the rest of my life. I love the people, the friendly nature you get when walking round the village, the landscape, the country walks and the close knit community I've always known.</p> <p>I feel the proposed housing developments will blight the village in that we have issues with parking in the village high street and surrounding areas, our doctors surgeries will be under more pressure as well as the one primary school.</p>

	<p>There's also the issue of Green Belt. Green Belt policy was established in 1955 primarily to stop urban sprawl. I feel 'urban sprawl' will ruin this village. We want to remain a village, NOT a town!</p> <p>Conservative Manifesto stated clearly that Ministers attach great importance to the Green Belt and will maintain existing levels of protection. In March this year, the Prime Minister declared that protecting the Green Belt is 'paramount'.</p> <p>The benefits of Green Belt remain as vital as ever. By looking at other countries we can see that without the strong protection it offers against most forms of development, more valuable countryside would be consumed by urban sprawl – and the character of our villages would be irreversibly eroded.</p> <p>I hope you will take these points into consideration during the planning process</p>
Include files	
Number	Question 46
ID	LP109947
Full Name	Karen Bruce
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 want to register my objections to the proposed building on four sites in Kings Langley.</p> <p>Kings Langley High Street cannot cope already with the amount of traffic that goes through it, it is congested every day, but by building more houses the situation will only get worse. There is a lack of a suitable road and public transport network to cope with the traffic that currently passes through the village trying to reach the M25.</p> <p>We already have over-subscribed schools, and over-worked local GP services which will not be able to cope if more houses are to be built. This will increase the waiting time to see a GP which could result in catastrophic consequences. Watford Hospital can't cope as it is with waiting times in A&E running into many hours, the Hospital is very old and needs to be modernised. We have no A&E in Hemel Hempstead anymore where would all these people be expected to go??</p>

	We will lose the village identity if more houses are built and it becomes a sprawling development. I love living in a village, we have raised our family here and have lived here over twenty years, there is a great village spirit here, which will be lost if the development goes ahead.
Include files	
Number	Question 46
ID	LPIO9948
Full Name	Karen Bruce
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Wayside Farm is very important to the village supplying Raw Milk which people come from far and wide to buy. If the farm shuts we will lose the Jersey Cows which will be absolutely terrible, they are 1 of 2 Jersey herds in the county.
Include files	
Number	Question 46
ID	LPIO9949
Full Name	Karen Bruce
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Rectory Farm is classed as an area of outstanding natural beauty, we will lose the wildlife and no longer have these beautiful landscapes to enjoy.
Include files	
Number	Question 46
ID	LPIO9951
Full Name	Karen Bruce
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	Kings Langley includes Shendish despite it being listed under Hemel Hempstead in the consultation document. I want to stress that none of the Kings Langley sites, including Shendish are suitable for development.
Include files	
Number	Question 46
ID	LPIO9953
Full Name	IMMY PANDOR
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 resident of Kings Langley having chosen to live and build my future and that of my family in Kings Langley when we moved back to the UK in 2007 based on the fact that it is a village, has a village atmosphere and character and is surrounded by green belt land. The proposed developments will significantly negatively impact all of these things and will destroy this historic village. Further, the village already faces significant infrastructure issues which will be exacerbated by the planned development/s. This includes lack of a road network able to accommodate existing traffic volumes let alone the increases that will follow the planned thousands of additional homes. The village already hosts three schools which creates an influx of traffic to the area and yet more school places will be required and the same will go for other amenities. Specifically, in response to the questions posed in the consultation:</p> <ol style="list-style-type: none"> 1 NO. I understand that new homes are needed but these should be done on existing Brownfield sites, empty industrial properties such as near Westside Industrial site rather than on Green Belt land. I disagree with the proposals to expand Kings Langley as it is a village already at maximum capacity, we do not have the required infrastructure nor the capacity for the additional infrastructure that will be required to cope with such a large development. Current congestion levels are already at breaking point with only 2 viable roads coming in and out of the village through the High Street and the back near the Ovaltine building. The proposed housing would greatly add to this congestion. Further, the character of the village will be destroyed turning what is currently a beautiful village into a merged town comprising Hemel, Apsley and Watford. Parking, which is already an issue will become worse and in any case the village will already have to cope with the additional 90 old age pension homes being built in 2019 on the High Street. 2 NO. No thought given on the impact of additional traffic in Kings Langley High Street with development on Wayside Farm (KL-H3). Rucklers

- lane area development would lead to negative impact on existing residents and their house prices.
- 3 NO. The Dacorum Local Plan and Options Document has not been considered as you state in Section 2.3 "it has not been possible to undertake an assessment on the Local Plan issues..." Traffic as mentioned in no 1 in Kings Langley is at a crisis point already during peak times. Likewise the M25/J20/A41 roundabout is a complete bottleneck at peak times - queues out of the village towards Hemel at a standstill at times. Additional homes means additional people and cars and this will cause havoc and pollution.
 - 4 NO. The Local Plan proposes building on Green Belt Land - how is Kings Langley , a village equate to Hemel Hempstead a new town? We need to preserve our villages of Kings Langley and Bovingdon and thriving Farms such Wayside Farm. Villages have a distinct identity and clear boundaries . People are able to walk to essential local shops , community services, schools and to wooded spaces.
 - 5 NO. Building in Kings Langley will spoil the village and its identity it will become a town, it adds nothing to the local residents nor their needs. Wayside Farm is only 1 of 2 remaining dairy farms in Hertfordshire and adding further housing will increase congestion in the village.
 - 6 NO. How can building on Greenbelt land be seen as "protecting Dacorum's Landscape" and "conserve and enhance the function of character of the villages" by closing down a profitable farm (Wayside), proposing building on the Rucklers Lane site is increasing population, pollution (which you want to reduce!) and create further traffic, school places, parking etc issues.
 - 7 NO. These have not been considered , as at present there is lack of road parking in new developments such as Nash Mills site and at the Kings Langley station. There will also be an increase in traffic and traffic noise to that we already experience from the M25 and A41 (which in our time living in Kings Langley has become noticeably louder which in itself needs to be addressed before any thought to further development!). There will also be detrimental effect on wildlife , plants and trees in the area as the green belt disappears which will also have a very negative impact on the health and wellbeing of our children and future generations.
 8. NO. Any housing should be in areas with existing infrastructure such as Hemel Hempstead which has the necessary rail, bus links, retail, cinema and jobs. There is plenty of land near the M1 and industrial areas which could be developed rather than destroying the historical villages of Kings Langley and Bovingdon.

Include files	
Number	Question 46
ID	LP109954

Full Name	ANDY KRAJEWSKI
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 object most strongly to the proposed development of Green Belt sites in and around Kings Langley.</p> <p>The infrastructure to cope with a development of this magnitude just does not exist.</p> <p>*the schools in the area are already oversubscribed</p> <p>*the doctors surgeries are already overworked</p> <p>*the roads are already struggling to cope with heavy traffic</p> <p>*the morning rush hour train services are already overcrowded</p> <p>*developments over recent years have caused major parking issues (cars are parked blocking the pavement on Red Lion Lane/Nash Mills Lane 24/7. Anyone trying to get through with a pushchair or wheelchair has to walk in the road - not exactly safe !)</p> <p>*the character of the village will disappear, it will become a town</p> <p>*the damage to wildlife and the landscape will be irreparable</p> <p>*Wayside Farm is one of only two working Jersey herds in Hertfordshire and is a valuable asset to the local community</p> <p>*Rectory Farm is classed as an area of outstanding natural beauty, this will not be enhanced in any way by the building of houses on the site</p> <p>Whilst I appreciate there may be a need for new homes, I do not believe that the answer is in the development of green belt land. Please listen to the views and concerns of local residents. We are not throwing tantrums, but rather voicing real concerns for the future of our community. The plan to more than double the size of the village is ill-advised and impractical. The infrastructure needs to be improved dramatically before any development plan can be considered.</p>
Include files	
Number	Question 46
ID	LP109959
Full Name	JAMES BURWELL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	I feel strongly that Brownfield sites should be used before Green Belt land, and building developments in Hertfordshire should be restricted to areas where there is the space and access to make them viable within existing communities. This is not the case in Kings Langley or Shendish. If building is necessary, I would prefer Options 1A or 1C which would not include building on land at Shendish, prioritising the preservation of the Green Belt land we value so highly
Include files	
Number	Question 46
ID	LPIO9960
Full Name	JAMES BURWELL
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 object to the proposed development of the Green Belt around Kings Langley, including Shendish, which is also part of the Parish of Kings Langley. My objections are as follows:</p> <ol style="list-style-type: none"> 1 The roads through and around Kings Langley and Apsley are already full of traffic at peak times with long queues leading down to the major roads such as the M25 and A41. There has already been the addition of more housing and commercial developments in this area in recent years, particularly around Apsley, including a recent new housing estate bordering Shendish, and apartment blocks off Red Lion Lane. This increase in traffic is simply not sustainable as we do not have suitable roads to cope with further growth at the proposed level. Congestion and pollution will have a negative impact on the environment and the people who live in this area. 1 Green Belt land is precious and it is there to prevent the loss of countryside around urban developments and provide areas of natural beauty for all to enjoy. In the case of the Kings Langley area, it also helps to maintain the village boundaries, and prevents coalescence with other areas such as Hemel Hempstead. Large scale development around Shendish and Kings Langley will alter the historic and social character of the village, causing the loss of community and village life. I feel strongly that Brownfield sites should be found and developed before Green Belt land is touched.

	<p>3. There will be an inevitable impact on amenities if there are even larger numbers of people living in this area. It's already hard to get a doctor's appointment quickly; travel on the Euston line is uncomfortable at peak times because trains are overcrowded; even finding a parking place in the village or at Sainsbury's in Apsley is becoming harder because there are already too many cars. Building more houses will further squeeze hospital A&E provision, emergency services and impact school provision.</p>
Include files	
Number	Question 46
ID	LPIO9961
Full Name	JAMES BURWELL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>4. The land at Shendish provides not just an amenity in the form of an 18-hole golf course, but also an area of open parkland for walkers. Loss of any of the land around Shendish, and particularly the golf course (which is a popular amenity) would have a significant impact on the parkland setting of the hotel and the houses on the estate. This area is special and historically significant. Shendish Manor, and the Apsley Manor Farm houses and barns are subject to many planning and development restrictions because they are either listed, or in the curtilage of the manor house; this is because they have a unique character that is worth preserving. To consider developing all around Shendish would have a massive impact on the Shendish environment, the existing residents, and the local community, who currently enjoy unspoilt hill-side views of this valued landscape.</p> <p>1 I am also concerned about access routes to proposed developments at Shendish (HH-h3). Shendish Manor Hotel is soon to build an extension, which will already have an impact on the amount of traffic using the very narrow railway bridge route leading from London Road to Shendish Manor Hotel. Further housing developments will have a major impact on levels of traffic using the narrow road, which existing residents rely on for their access. Getting out of the estate and into queues of traffic on London Road during peak travel times already takes time, and increased traffic will make this even worse.</p> <p>I am also concerned about the adverse effect of increased traffic on Rucklers Lane, which is narrow in places, especially where it joins the London Road under the railway bridge. Again, I do not believe that we have</p>

	the road structure to cope with large developments, and the quality of life for locals will be affected.
Include files	
Number	Question 46
ID	LPIO9962
Full Name	JAMES BURWELL
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Similarly, the proposed Kings Langley village sites are valued open land and Wayside Farm particularly is important as it maintains one of only two Jersey herds in the county. It is therefore worth preserving because it serves a purpose in the local community by providing raw milk
Include files	
Number	Question 46
ID	LPIO9963
Full Name	MRS SUZANNE KINCHIN
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 raise my concerns & make comments about proposed development of sites in Bovingdon, as follows:</p> <ol style="list-style-type: none"> 1 i) The suggested use of green belt land for development is abhorrent - such beautiful areas of countryside, rich in flora & fauna should be protected for the enjoyment of wildlife & the public alike 1 ii) A village is by definition a small community in a rural setting - as such the character should be maintained & large-scale development should not be considered iii) There are already well documented concerns with traffic congestion, not to mention pollution in & around the village - traffic queuing in & out of the village for long periods is commonplace & PCSOs regularly have to patrol the High Street to address parking & access issues

1 iv) There is no large scale employment in the village, therefore large-scale development would inevitably mean more people commuting, further increasing the traffic on the already overburdened B-road in & out of the village, the busiest in the county

1 v) Risk of delays in emergency vehicles reaching people taken ill or attending callouts at HMP The Mount are already a concern - more houses would mean more potential for callouts, more traffic would mean yet more delays

1 vi) The GP surgeries & the Primary School are already at saturation point - where would new households access medical services or school places?

vii) The water supply & sewerage/drainage pipe network is only just keeping up with the current demand - more households would mean major investment to maintain services

viii) The village is built on clay which does not drain well - current boreholes & drainage trenches are only just managing flood risk with lots of excess surface water draining to fields & being absorbed by woodland - if those are developed to include more roads & houses, the flood risk would increase

1 ix) There is already agreement for the development of a 60 dwelling site on the corner of Molyneux Avenue & Chesham Road, a large McCarthy & Stone older living development on the corner of Vicarage Lane & Chesham Road, a 20+ dwelling housing association site on ex-Council land off of Hyde Meadows .. this is already quite an extra load for the village to absorb!

We all know housing is needed, but careful consideration should be given to:

1 a) Where it is needed most

1 b) Where it is accessible with robust transport links & minimal environmental impact

1 c) Where it is well supported by robust infrastructure for health, education & social provision & opportunities for employment

As a small rural community with restricted access, minimal infrastructure & limited public transport options,

	the village of Bovingdon does not have the capacity to fulfil these criteria.
Include files	
Number	Question 46
ID	LPIO9964
Full Name	WILLIAM & JILLIAN OATES
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 objecting to all development serviced by Shootersway. This road is already congested at peak times and any further increase in traffic would make access impossible.</p> <p>A sensible approach when the recent building was approved would have been to have insisted that the developer provided access to the A41 at the north end of Shootersway, a relatively straightforward addition Q46</p>
Include files	
Number	Question 46
ID	LPIO9965
Full Name	JOHN BANKS
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 strongly object to the proposals to build houses on Green Belt Land. The 4 sites proposed are not just on Green Belt Land but obviously would make a great impact on a village that has struggled for survival for many years due to infrastructure problems.</p> <ol style="list-style-type: none"> 1 Extra housing in nearby towns will impact on the Primary and Secondary Schools for all families including Bovingdon parents. 1 Bovingdon has in recent years suffered from flooding and there appears to be no solution to the problem. 1 As is known traffic through and in Bovingdon is a major problem - adding housing is not about to help.

	<p>1 The N.H.S. is struggling in Hemel Hempstead at present adding more housing will only increase the pressure.</p> <p>1 Bovingdon village has major traffic congestion and therefore an increase in houses (hence cars/commuters) will only increase the problem.</p> <p>1 There is no demand for either nursing homes, allotments, public open spaces or improve landscapes, net biodiversity gains, or any need for improved access to the countryside (this already exists).</p> <p>Finally I would propose that GREEN BELT LAND has been designated as such for a reason, and therefore this status should NOT be altered</p>
Include files	
Number	Question 46
ID	LPIO9967
Full Name	DEENA & MICHAEL BLENNERHASSETT
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 object to any proposed new homes in Bovingdon on the grounds that the lack of infrastructure, community services are at capacity, loss of green belt and the environmental impact.</p> <p>Without any improvement to the infrastructure any more than the 90 existing homes on the plan would not be feasible.</p>
Include files	
Number	Question 46
ID	LPIO10014
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>

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

Q46. Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see <http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-Header-DEC-2014-MF.docx> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for

removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within

Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canal side environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of

the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
 - Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions

- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of

Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more

- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains

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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a

junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
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- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated

- Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities
-

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage

	<ul style="list-style-type: none"> • Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch • Fails to meet Dacorum or Berkhamsted Vision <ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10062
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	The Berkhamsted Residents Action Group (BRAG) has responded in full to the 'Issues & Options' consultation. To avoid full repetition of the extensive

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Berkhamsted is already congested. Driving through the town takes an increasing amount of time due to the amount of traffic and trying to park is an absolute nightmare. It seems crazy that further development is planned for Berkhamsted, which is already over the target set, whereas Hemel Hempstead is 21% below its target.

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<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-Green-Belt-Review-for-DBC-SMVA-2016-17.pdf>

for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

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A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

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The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

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- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street.

Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

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Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

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- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

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- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

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- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions

- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of

Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more

- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a

junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
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- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site.

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- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
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 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
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- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated

- Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities
-

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

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Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10066
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>Q46 - Berkhamsted. Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.</p> <p>BRAG response to Question 46 (please note full document is attached to Q46)</p> <p>Question 46 <i>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?</i></p> <p>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. it is the cumulative impact of development past, present</p>

and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed.

NB this is particularly the case for Berkhamsted which has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are ‘putting the cart before the horse’ in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early “partial review” which needed to include an assessment of “the role and function of the Green Belt affecting Dacorum, including long term boundaries”, but the Inspector also made it clear that “more significantly” the review had to assess “the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.”

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-Green-Belt-Review-Options-for-St-Alban-DC-2016-17.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out ‘blind’ of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

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However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

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Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be

- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

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- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
 - Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from

- Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains
 - Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states "The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway

station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”

- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more
- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the

- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
 - Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
 - Poor accessibility to schools and all other facilities

- Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
- Impact on landscape/Chilterns
- Impact and visibility of development on valley
- Poor relationship to town centre services and facilities, employment land and

- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Site is insufficient on its own, but could be phased with other
- Some distance from the town
- Next to the Chilterns
- Site is too small to offer scope for additional town-wide leisure
- The canal bridge on New Road is narrow and results in poor pedestrian access to local
- Visually prominent
- Proximity to railway
- Impact on setting of the

- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary’s School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities
-

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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Include files	BRAG response to Issues Options.pdf
Number	Question 46

ID	LPIO10067
Full Name	Mrs Penella Warren
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I strongly object to the proposed developments in the Dacorum Local Plan which they affect Berkhamsted. Many years were spent on creating the Core Strategy for the years 2006 – 2031 and these are in danger of being overwhelmed by the new proposals. Berkhamsted is already expanding rapidly in line with the Core Strategy with approximately 600 more dwellings to be built. The worst case scenario proposes another 2000 or more dwellings most of them to be built on land between the top of the southern ridge from Shootersway to Upper Hall Park southwards to the A41 by-pass. There is further large development proposed between Durrants Lane to Darrs Lane which will add to the devastating traffic along Shootersway and across the top of Kings Road. This land is in Northchurch and therefore does not show on the Berkhamsted site plan. There are no guarantees of extra facilities that are urgently needed now such as schools and doctors' surgeries, and town drainage.
Include files	
Number	Question 46
ID	LPIO10070
Full Name	John Bailey
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	My wife and I the undersigned object to the proposed development on the Green Belt in around Kings Langley including Shendish - especially Options IA in the DBC's consultation document. We consider the road from Junction 20 intersection of the M25 through Kings Langley High Street to Hemel Hempstead extremely congested, at peak times road traffic is so heavy it is impossible to drive out easily from our home in Regent Close, via The Nap or Rectory Lane. Further development means: Over-subscribed schools Over-worked local GP services The inevitable blurring of village boundaries

	The loss of village social / historic character
Include files	
Number	Question 46
ID	LPIO10071
Full Name	Lisa Fridkin
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 raise concerns regarding the volume of proposed new housing in Berkhamsted.</p> <p>Whilst I am aware that there is a need for councils to fulfil housing requirements, there is also a need to preserve the character of its towns and safeguard well-being of existing residents. Berkhamsted is burgeoning with new developments (mostly high cost with a lack of affordable housing) and there has been an enormous increase in road traffic and congestion along with a loss of green space. There has also been an impact on basic facilities such as GP / medical services and local schools - although obviously this is also connected to funding issues - there is a lack of provision for these facilities in the forecast / planning. If there is an increase in housing then there needs to be improvements to these facilities and the infrastructure in the town.</p> <p>In light of my comments above and having read the proposal, my key objections are:</p> <ul style="list-style-type: none"> • The impact of new housing on the green belt • Lack of infrastructure particularly roads, parking, schools and GP surgeries • Increased congestion in the town, particularly in the centre • The lack of affordable housing in the plans <p>In my opinion more rigorous planning and forecasting of numbers and ensuing physical and social impact needs to be undertaken to ensure that any new housing is in the interests of existing and new residents in the town and borough.</p>
Include files	
Number	Question 46
ID	LPIO10072
Full Name	Philippa Seldon
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 object strongly to the new plans for housing in Berkhamsted.</p> <p>While agreeing that more houses should be built in the South East of England, here in Berkhamsted 628 have already been built and 600 more are planned. Surely Berkhamsted has done its bit, especially as 34% more than the target have been built and Hemel Hempstead are 21% below target.</p> <p>There are several significant reasons why more houses in this valley would be unsustainable</p> <ul style="list-style-type: none"> • The Green Belt should be maintained. Already many large gardens have been divided up and built on. This endangers water supply, because water cannot be absorbed into concrete foundations and reduces habitat for wildlife. The Green Belt also is called the 'lungs' of a town. Reducing it could become a causes of ill health. • Have the planners thought realistically about provision of basic services? I doubt it! I am thinking about sewers, gas and electricity etc. • The water table is already low. More houses could result in shortages. We could be facing water rationing in future years. • What about schools, nursery schools, playgrounds, sports facilities? • Has any thought been given to medical services, including GP's, Elderly Care, Mental Health needs? Already there is shortage - to say nothing about the lack of a local hospital - and there is no Accident and Emergency provision. • What about traffic? The town is already choked up with parked cars. Increased traffic means increased pollution resulting in ill health, especially among children and the elderly <p>I have lived here for over 30 years and have seen many developments and infilling in that time. People must live somewhere and we have provided for that. However, we have reached the stage that enough is enough. What about other neighbouring towns and villages? It would be sheer folly to expect Berkhamsted to provide any more houses than the 1,200 already in the pipeline.</p>
Include files	
Number	Question 46
ID	LPIO10074
Full Name	Sarah Coen
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>We are writing to share our objections to the proposed developments of Bovingdon, which include a further 360 homes in addition to the existing plan of 90 homes.</p> <p>Our objections are based on the following:</p> <p>1) Bovingdon's infrastructure is already at breaking point. For example, there is major traffic congestion and parking problems in the High Street that make it problematic to access local businesses and the school, at any point in the day. Crossing the road with our three year old is hazardous due to the number of parked cars and there is nowhere safe to park if the need arises to drive children to school.</p> <p>On a Saturday, leaving or entering the village via Box Lane after 10am involves sitting in tailbacks, at times for hours, due to the market. The proposed access routes for sites 'Grange Farm' 'Louise Walk' and 'Homefield' are already lined with parked cars and congested. Furthermore, there is a grave issue with flooding; Box Lane floods (especially the dip as you enter the village by the new retirement development), the bottom of Nye Way/Ryder Close/Green Lane recently flooded and also the top of Green Lane as you turn in left from Ley Hill Road/Chesham Road is also impassable after heavy rain. To increase traffic without addressing the existing problems surrounding the proposed sites seems irresponsible.</p> <p>2) Community services, such as the primary school and doctors are already at capacity and there is not scope to develop them further. For example, with the new retirement properties, our existing two doctors surgeries will be placed under further pressure and the primary school is oversubscribed. It is not be possible to expand onto common ground behind the school, since it is protected.</p> <p>There is detail of a proposed preschool in site BOV-h1 Grange Farm, which is not needed, as the village preschool was recently under threat of closure due to falling numbers. Funds were raised to enable its continued presence and a successful local marketing campaign improved the number of children enrolled. However with the Old MacDonald nursery in Bovingdon and another in close by Latimer, there will not be the need or demand for a third preschool at this site.</p> <p>3) The environmental impact on Bovingdon, both during the development and afterwards, would be devastating and signify the loss of Green Belt land, that once built upon, is lost forever. As someone who grew up in the village, returning to raise my daughter, I feel strongly that further development (450 new homes increases Bovingdon's total homes, population and cars by 25%) will negatively impact the quality of life that existing Bovingdon residents are working hard to provide for their families.</p>
<p>Include files</p>	
<p>Number</p>	<p>Question 46</p>
<p>ID</p>	<p>LPIO10075</p>
<p>Full Name</p>	<p>Ashlyns Governing Board</p>

Company / Organisation	Ashlyns School
Position	Ashlyns Governing Board
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Response from Ashlyns Governing Body, Berkhamsted, to new local plan consultation:</p> <p>An assumption has been made that facilities at the school can be expanded which is unrealistic as the school and its land is listed and the school has already used all current building capacity to accommodate an extra form entry, making Ashlyns an eight form entry school from September 2017.</p> <p>We do not believe, based on the number of houses in the proposed new plan for Berkhamsted, that a second secondary school would be viable.</p> <p>Due to the proposed large scale of development, we are concerned for the safety of pupils travelling to and from school, as there are no infrastructure changes proposed to local highway networks.</p>
Include files	
Number	Question 46
ID	LPIO10077
Full Name	Malcolm Sillick
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 been a resident of Bovingdon for over 30 years and remember the time when we didn't have a prison in the village and you could drive through the High Street without it feeling like you were in a London traffic jam. This village (and I stress the word VILLAGE) is already feeling the pressure of the number of people either living here or using it as a commuter route. The last thing we need is an increase of 25% in the number of houses here - or even a much lower percentage. The infrastructure, community services and environment cannot cope with such a proposal.</p> <p>I know you will be receiving many other expressions of concern about this ill-conceived proposal, many of which will detail the concerns about the loss of greenfield sites and lack of school places and the traffic issues, so I don't see the need for me to spell them out again. You know why residents will fight this issue!</p>
Include files	

Number	Question 46
ID	LPIO10078
Full Name	Malcolm Sillick
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	NB. As somebody who was born and brought up in nearby Kings Langley, I also think the proposals for similar building plans there should also be rejected!
Include files	
Number	Question 46
ID	LPIO10079
Full Name	Jayant Mukherjee
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Comments/Objection: Without infrastructure and community services improvements (including Doctors, Schools & Police), any level of significant development in Bovington is not sustainable and will negatively impact the quality of life in our village.
Include files	
Number	Question 46
ID	LPIO10081
Full Name	Mary Mitchell
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	I am an 82 year old resident of Berkhamsted who is very concerned about the enormous changes planned for this country town. Its distinctive character gives much pleasure to its residents as well as many visitors who come to see our castle, old buildings, shopping centre and especially to enjoy Ashridge and the surrounding green belt. Within Berkhamsted, gardens and green plots are rapidly vanishing as houses are enlarged and new developments are built with tiny green areas

	surrounding them. Already surgeries, schools and community areas are reaching capacity so we read of large new developments with great concern as the infrastructure cannot cope and the charm of Berkhamsted will be lost forever. So many lovely old towns have been ruined in the UK by poorly planned reading and ugly buildings. The whole surrounding area benefits from charm and diversity. Please protect Berkhamsted's unique town.
Include files	
Number	Question 46
ID	LPIO10084
Full Name	Gillian Archer
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 submit my comments and concerns about the proposals for building in Bovingdon.</p> <p>My concerns are the lack of infrastructure to the village with a total of 450 houses proposed for this area. Our school is almost full, the main road through the village is constantly congested already with nowhere to park.</p> <p>The issue of taking away the green belt areas also is a concern especially as it goes against Dacorum's strategy to safeguard those valuable green spaces. I think that once they've gone it would give the green light to continue to build on other green belt area.</p>
Include files	
Number	Question 46
ID	LPIO10131
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>

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

Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another ant to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see <http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2014/06/BRAG-Analysis-of-the-Green-Belt-Review-for-DBC-by-SM-Facing-for-a-full-analysis-of-stage-1>). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for

removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within

Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of

the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions

- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of

Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more

- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a

junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site.

We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated

- Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in

	<p>Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch</p> <ul style="list-style-type: none"> • Fails to meet Dacorum or Berkhamsted Vision <ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10179
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	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.

Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

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<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-the-DBC-SM-Process.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

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A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main

routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic buildings. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
 - The loss of productive farm
 - Impact on the Green Gateway into the town – impact on transition area from urban to countryside
 - The land is not well related to existing services and facilities in the town
 - Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive

- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services

to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility

- Area of Archaeological significance affects part of the land
 - Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was

very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of

- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but

many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of ‘bus loop’ therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB

- Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident

- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision

	<ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10196
Full Name	Mr Charles Toner
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 using the option of sending this e-mail rather than providing individual responses and comments on each of the 8 sites. That would not enable us to deal with the proposals in the round and their cumulative impact on the town of Berkhamsted.</p> <p>The start point for assessing whether further housebuilding on any of the sites can be accommodated is having a clear understanding of the present situation. Berkhamsted has seen a steady increase in its number of houses for some years, and it is now congested. All infrastructure is stretched too far- notably ROADS through, and inside the town, and spaces for PARKING. This is a small linear town with narrow streets. Other</p>

	<p>aspects of infrastructure , utilities, health care etc are already constrained. The comments from Planning against each of the sites under the heading – Infrastructure - are superficial and inadequate and do not address the cumulative effect which would be to swamp the town and bring it to a standstill.</p> <p>Therefore the realistic way to consider any further housebuilding in the town is to recognise that the next development could be the one that “ breaks the camel’s back “. By that we mean that the resulting increase in population, and cars, would be disastrous. In the light of this realistic picture of the capacity of the town there are only 2 sites that might merit further consideration if absolutely necessary – Bank Mill Lane ; and Lockfield ,New Road . Even with these sites, the numbers of housing units proposed are too great. Importantly, it needs to be understood that the Sites in and around Shootersway and which would feed into it, are out of the question . The road is far too narrow and it is already being over- used as a through road for the town because of the traffic congestion along the High Street.</p> <p>We are sure that these views will be reflected in the official response from Berkhamsted Town Council, but we understand that you also want to hear from individual residents.</p>
Include files	
Number	Question 46
ID	LPIO10236
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>Q46. Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn’t have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.</p>

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-the-DBC-SM-Facsimile.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
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The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt

- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
 - Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative

impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'

- Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
- Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains
 - Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”

- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking

trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
 - Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage

- No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see

a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of

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- Site is insufficient on its own, but could be phased with other
- Some distance from the town
- Next to the Chilterns
- Site is too small to offer scope for additional town-wide leisure
- The canal bridge on New Road is narrow and results in poor pedestrian access to local
- Visually prominent
- Proximity to railway
- Impact on setting of the

- Close to canal - undermines Berkhamsted Vision "protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne"
- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open

- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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to the town centre and further afield are good but usage, for any purpose, remains

- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's

	<p>traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of</p> <ul style="list-style-type: none"> Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10283
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>My wife and I live near Swing Gate Lane and we went through all the objection process with regard to the South Berkhamsted Concept enquiry conducted several years ago. Nothing has changed. Swing Gate Lane still has two schools on it, one at the top of the steep hill the other at the junction with the High Street, both of which generate a great deal of traffic and parent parking. In recent years it has become even more dangerous to enter it from our drive way and to drive along it because</p>

it is more congested than ever with parked cars at all times of day. It could not support all the extra traffic that would be generated by it feeding a large new housing estate and a junction with Chesham Road

Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see <http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-the-Dacorum-SM/BRAG-Analysis-of-the-Green-Belt-Review-for-the-Dacorum-SM.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet

the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

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Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its

attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult

- Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251

- Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that

bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”

- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option

- Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices

- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted

- Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site

- Development of site threatens ancient woodland (Long Green), while environmental policies suggest

this would be an ideal area to plant more trees and expand existing woodland rather than creating more

- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre

on other side of A41 – increasing car journeys even more

- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway

bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the

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- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling

etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
- Adjacent to Chilterns AONB
- Suggestion of potential new primary school – not part of Berkhamsted education policy
- Lack of secondary school capacity – Ashlyns School
- Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Site is insufficient on its own, but could be phased with other
- Some distance from the town
- Next to the Chilterns
- Site is too small to offer scope for additional town-wide leisure
- The canal bridge on New Road is narrow and results in poor pedestrian access to local
- Visually prominent
- Proximity to railway
- Impact on setting of the
- Close to canal - undermines Berkhamsted Vision "protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne"
- Close to Northchurch AQMA

- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

- o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage

	<ul style="list-style-type: none"> • Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch • Fails to meet Dacorum or Berkhamsted Vision <ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10333
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	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</u> is the only option acceptable.

I agree entirely with the BRAG response to your plan.

In terms of vehicular access to the town centre, Berkhamsted already suffers from great difficulties and your plans will only exacerbate this. There is already a lack of infrastructure. Building on the green belt is unacceptable. Berkhamsted has already accepted more than its fair share of new housing in Dacorum and it's time that other parts of the borough, with more accessible sites, played their part.

I cannot understand why Dacorum Council thinks it should build more houses than necessary or are required by the government in Berkhamsted. Who are you trying to please? Certainly not the present residents. Dacorum Council must not be driven by pressures from developers who stand to profit from building large houses on land they have bought as a gamble. Dacorum councillors should listen to residents and not speculators.

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

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-terms-of-Reference-2016-17.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible "long term boundaries" and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government's continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing "could help the local economy and encourage provision of local services" and that development of sites "could help to maintain community vibrancy and vitality" totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable

location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

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- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition

the gradient between the town centre and the site may make walking and cycling difficult

- Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and

then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251

- Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase

to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site

- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about

- Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be

widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative,

walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
- Impact on landscape/Chilterns
- Impact and visibility of development on valley
- Poor relationship to town centre services and facilities, employment land and

- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of ‘bus loop’ therefore not viable solution. Berkhamsted bus routes have

decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
- Adjacent to Chilterns AONB
- Suggestion of potential new primary school – not part of Berkhamsted education policy
- Lack of secondary school capacity – Ashlyns School
- Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Site is insufficient on its own, but could be phased with other
- Some distance from the town
- Next to the Chilterns
- Site is too small to offer scope for additional town-wide leisure
- The canal bridge on New Road is narrow and results in poor pedestrian access to local
- Visually prominent
- Proximity to railway
- Impact on setting of the

- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”

- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage

	<ul style="list-style-type: none"> • Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch • Fails to meet Dacorum or Berkhamsted Vision <ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10341
Full Name	Mrs Valerie Toner
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We are using the option of sending this e-mail rather than providing individual responses and comments on each of the 8 sites. That would not enable us to deal with the proposals in the round and their cumulative impact on the town of Berkhamsted.

	<p>The start point for assessing whether further housebuilding on any of the sites can be accommodated is having a clear understanding of the present situation. Berkhamsted has seen a steady increase in its number of houses for some years , and it is now congested. All infrastructure is stretched too far- notably ROADS through, and inside the town, and spaces for PARKING. This is a small linear town with narrow streets. Other aspects of infrastructure , utilities, health care etc are already constrained. The comments from Planning against each of the sites under the heading – Infrastructure - are superficial and inadequate and do not address the cumulative effect which would be to swamp the town and bring it to a standstill.</p> <p>Therefore the realistic way to consider any further housebuilding in the town is to recognise that the next development could be the one that “ breaks the camel’s back “. By that we mean that the resulting increase in population, and cars, would be disastrous. In the light of this realistic picture of the capacity of the town there are only 2 sites that might merit further consideration if absolutely necessary – Bank Mill Lane ; and Lockfield ,New Road . Even with these sites, the numbers of housing units proposed are too great. Importantly, it needs to be understood that the Sites in and around Shootersway and which would feed into it, are out of the question . The road is far too narrow and it is already being over- used as a through road for the town because of the traffic congestion along the High Street.</p> <p>We are sure that these views will be reflected in the official response from Berkhamsted Town Council, but we understand that you also want to hear from individual residents.</p>
Include files	
Number	Question 46
ID	LPIO10382
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>Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn’t have the infrastructure or the capacity to improve the infrastructure to</p>

accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/07/BRAG-Analysis-of-the-Green-Belt-Review-for-the-DBC-SMVA-2016.pdf>

for a full analysis of stage 1). In short, both of the DBC commissioned papers provide textbook examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is

clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
 - The loss of productive farm
 - Impact on the Green Gateway into the town – impact on transition area from urban to countryside
 - The land is not well related to existing services and facilities in the town
 - Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.

- The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
- Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'

- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land

- Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep

gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of

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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used

heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane

- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic.A

large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy

- Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
 - Noise from railway

- Distance from town centre services and vital facilities
- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible

	<ul style="list-style-type: none"> Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LP1010398
Full Name	CHRIS CUMMINGS
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 views on the proposed new local plan to 2036 in the consultation paper covering the four potential development sites around Kings Langley.</p> <p>Kings Langley is a beautiful village with great proportions in line with its charming character and has lovely rural surroundings. The High Street gives the village an individual character and is supported well by the current residence.</p> <p>It would be devastating to lose the green belt area and risk overcrowding the village, if indeed Kings Langley would remain as a village rather than becoming a town. I feel this large-scale expansion would be unsustainable for the village and current services such as medical,</p>

	<p>schooling, roads and parking would be overwhelmed and would destroy the community spirit.</p> <p>The thought the village spreading to coalesce with other settlements like Apsley (Hemel Hempstead) would also be disastrous for the locals who love their village identity.</p> <p>I will not discuss all the issues with the local infrastructure in detail as these will be obvious to all within the planning department. Increasing the population by many hundreds would only add to the major congestion issues through the village centre. Suffice to say that the fact that the main route through the village is often at standstill during morning and afternoon/evening peak periods is a hazard with regards to restricting the movement of emergency services.</p>
Include files	
Number	Question 46
ID	LPIO10399
Full Name	CHRIS CUMMINGS
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	One of the proposed development sites would also mean the destruction of one of the two dairy farms in the parish. I find this an unacceptable prospect and know many villagers feel the same about this farm which sets the scene for the village as you enter from the South.
Include files	
Number	Question 46
ID	LPIO10447
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>

Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

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

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-Green-Belt-Policies-for-DBC-SMVA-2016-17.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide textbook examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for

development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street.

Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is Its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions

- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more

- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a

junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site.

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- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated

- Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities
-
- Some distance from the town
 - Important transition area between the town and open
 - New building could set a precedent for further development of land to the A41
 - Site is too small to offer scope for additional town-wide leisure
 - Very close to the
-
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt
-
- o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in

	<p>Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch</p> <ul style="list-style-type: none"> • Fails to meet Dacorum or Berkhamsted Vision <ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10496
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	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>

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

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Argts-to-Green-Belt-Review-for-DBC-SM-Facsim.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the

Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built

and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
 - Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly

Swing Gate Lane and any potential to upgrade

- Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.

- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
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 - Suggestion of ‘bus loop’ not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet

requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway

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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane

- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
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- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Site is insufficient on its own, but could be phased with other
- Some distance from the town
- Next to the Chilterns
- Site is too small to offer scope for additional town-wide leisure
- The canal bridge on New Road is narrow and results in poor pedestrian access to local
- Visually prominent
- Proximity to railway
- Impact on setting of the
- Close to canal - undermines Berkhamsted Vision "protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne"
- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

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appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town

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Include files	
Number	Question 46
ID	LPIO10500
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><u>However, I would like to take this opportunity emphasize just a few of the most important points within that response</u></p> <p>Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.</p>

- Berkhamsted has seen a huge number of new homes already, well above target while Hemel is below target. There is larger and more established infrastructure in Hemel such as parking and shopping facilities which would be better able to adapt to a growing population
- Hemel has the capacity to take more housing; it has the rail networks, bus networks, shopping and roads that can take the extra housing. The other sites have none of these.
- Berkhamsted infrastructure is already inadequate; insufficient parking, streets dangerously choked with traffic, poor shopping provision, low water pressure.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2014/06/BRAG-Analysis-of-the-Green-Belt-Review-of-the-DBC-SM-Facsimile.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change

could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides

to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

- New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A

compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
- Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

- Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
- The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
- Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
- Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive

- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
- Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
- Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
- Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Suggestion of ‘bus loop’ not viable solution as clearly demonstrated at Core Strategy Inspection.

Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
- Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
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- Potential archaeological remains
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
- Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
- Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
- AONB currently separated from development at Hunters Park by this open agricultural area
- Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
- Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
- Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
- No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
- Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes,

blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
 - Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
-
- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of

new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car

- Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision "protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne"
 - Close to Northchurch AQMA

- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities
-
- Some distance from the town
 - Important transition area between the town and open
 - New building could set a precedent for further development of land to the A41
 - Site is too small to offer scope for additional town-wide leisure
 - Very close to the
-
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt
 - Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
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- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision

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Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10546
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>Additional large scale development on the periphery of Berkhamsted is unsustainable from a road congestion perspective.</p> <p>Berkhamsted's roads are struggling to cope with existing levels of road traffic. Many roads are now limited to alternate flow throughout the day as a result of increased on-street parking which in turn has arisen from high-density housing developments within the urban area. While there may be arguments for some such provision to support traffic calming, in many places the</p>

negative consequences in terms of congestion, pavement parking, emergency access and pollution far exceed the possible benefits. Additional housing developments in or around the town will further add to congestion with no possibility of this being alleviated. The linear nature of the town limited by its valley location is a further constraint on movement. Additional multi-storey parking provision in the centre of the town will only add to the magnet effect and central area congestion.

Berkhamsted offers limited employment potential, so it is inevitable that many new residents would need to commute to their place of work. Given the accelerating pace of global warming, new housing developments need to be supported by high quality public transport such as at Ebbsfleet in Kent. Bus transport is just not an acceptable option over any distance, given that buses inevitably share the road space with other vehicles leading to slow and unreliable service. All the proposed new developments around Berkhamsted are remote from the railway line and at an elevation that will make walking and cycling unattractive ways to get about. So the car will prevail, both for commuting and local journeys.

On your website Graham Sutton says 'it will be vital that the right balance is struck between new development and protecting the character of our towns, villages and countryside which we value so greatly'. Berkhamsted has seen massive growth in recent years without any infrastructure enhancement and any sizeable new development will completely overwhelm the town and destroy it's character.

While I am sure that there is little DBC can do to challenge government housing policy, it has to be said that the track record of all governments on trying to encourage economic growth more evenly across the country has been 'disappointing' to say the least. While only 14% of local land may be developed, that fails to reflect the reality that the transport infrastructure just cannot cope with the demands placed upon it now, let alone if the proposed growth goes ahead. Just building more and more houses in London and the South East to accommodate insatiable demand is in itself unsustainable and it is time that we had a sensible debate about that. Sadly that does not seem likely any time soon given the lack of vision within any of the political parties we have today for anything other than Brexit.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are ‘putting the cart before the horse’ in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early “partial review” which needed to include an assessment of “the role and function of the Green Belt affecting Dacorum, including long term boundaries”, but the Inspector also made it clear that “more significantly” the review had to assess “the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.”

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see <http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-the-DBC-SMVA-Consultation-2016-17.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out ‘blind’ of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.

- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing

- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
 - Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure

and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.

- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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 - Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states "The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private "

- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling
- in addition the gradient between the town centre and the site may make walking and cycling difficult
- Cumulative negative impact on Berkhamsted infrastructure with little contribution
 - Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
 - Increased car use and growth in level of greenhouse gas emissions
 - Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
 - Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
 - Located near A41 – noise levels and car emissions could affect health and wellbeing
 - Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
 - Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
 - Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
 - Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
 - Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has

been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.

- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
- Impact on landscape/Chilterns
- Impact and visibility of development on valley
- Poor relationship to town centre services and facilities, employment land and

- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary’s School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities
-
- Some distance from the town
 - Important transition area between the town and open
 - New building could set a precedent for further development of land to the A41
 - Site is too small to offer scope for additional town-wide leisure
 - Very close to the
-
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not

viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd

- Situated at ridge top location at a distance from employment, retail, health and community
- Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
- Site of archaeological significance
- Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River

- Reduction in the degree of separation between the town and Bourne End

- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town

- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
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Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10594
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>However, I would like to make some personal points that I would ask you to consider.</p> <p>I live off Shooters Way in Berkhamsted and we have recently had a large housing estate built on the road which has added significantly to the usage of a road which at the best of times is only a small minor road. The proposed plans call for even more building along the road which will make the volume of traffic totally unacceptable and highly dangerous. In addition the strain on the overall infrastructure will be immense and will impact the lives of all living in the area.</p> <p>BRAG response to Question 46 (please note full document is attached to Q46)</p> <p>Question 46 <i>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?</i></p> <p>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. it is the cumulative impact of development past, present and that proposed in the immediate and neighbouring area on sustainability which should be assessed.</p>

NB this is particularly the case for Berkhamsted which has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are ‘putting the cart before the horse’ in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early “partial review” which needed to include an assessment of “the role and function of the Green Belt affecting Dacorum, including long term boundaries”, but the Inspector also made it clear that “more significantly” the review had to assess “the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.”

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see <http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-the-DBC-SMVA-report-for-a-full-analysis-of-stage-1>). In short, both of the DBC commissioned papers provide text book examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out ‘blind’ of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.

- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing

- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
 - Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure

and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.

- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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 - Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states "The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private "

- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling
- in addition the gradient between the town centre and the site may make walking and cycling difficult
- Cumulative negative impact on Berkhamsted infrastructure with little contribution
 - Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
 - Increased car use and growth in level of greenhouse gas emissions
 - Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
 - Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
 - Located near A41 – noise levels and car emissions could affect health and wellbeing
 - Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
 - Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
 - Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
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 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
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 - Some distance from the town
 - Next to the Chilterns
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 - Visually prominent
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- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary’s School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities
-
- Some distance from the town
 - Important transition area between the town and open
 - New building could set a precedent for further development of land to the A41
 - Site is too small to offer scope for additional town-wide leisure
 - Very close to the
-
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not

viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd

- Situated at ridge top location at a distance from employment, retail, health and community
- Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
- Site of archaeological significance
- Not recommended for removal from Green Belt

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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River

- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- Fails to meet Dacorum or Berkhamsted Vision
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Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10641
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>Overall, Hemel Hempstead which was developed as a "new town" after the second world with the car in mind is by far the best place in Dacorum for more housing as it has the space around it and its existing infrastructure can more readily be expanded. In contrast, Berkhamsted is a historic town in narrow valley with restricted roads and no room for infrastructure expansion in keeping with its historic buildings. And yet, over the last 10 years, Berkhamsted has had a disproportionate amount of building allowed presumably because developers can make more profit there. This anomaly has to be taken into account by the DBC Review.</p> <p>BRAG response to Question 46 (please note full document is attached to Q46)</p> <p>Question 46 <i>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?</i></p> <p>This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. it</p>

is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed.

NB this is particularly the case for Berkhamsted which has the most “negative but not significant” sites, many of which are in close proximity to one another ant to ongoing and planned developments.

BRAG believes that DBC are ‘putting the cart before the horse’ in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early “partial review” which needed to include an assessment of “the role and function of the Green Belt affecting Dacorum, including long term boundaries”, but the Inspector also made it clear that “more significantly” the review had to assess “the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.”

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Advice-on-Green-Belt-Review-for-DBC-SM-Facsimile.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out ‘blind’ of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you

rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.

- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic buildings. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongated nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be

- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from

- Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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 - Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states "The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway

station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”

- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more
- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the

- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
 - Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
 - Poor accessibility to schools and all other facilities

- Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
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- Strong countryside
- Impact on landscape/Chilterns
- Impact and visibility of development on valley
- Poor relationship to town centre services and facilities, employment land and

- Fails to meet Berkhamsted Vision
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 - Parking difficulties and concerns for safety of children attending St Mary’s School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities
-
- Some distance from the town
 - Important transition area between the town and open
 - New building could set a precedent for further development of land to the A41
 - Site is too small to offer scope for additional town-wide leisure
 - Very close to the
-
- Fails to meet Dacorum or Berkhamsted Vision

- facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
- Situated at ridge top location at a distance from employment, retail, health and community
- Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
- Site of archaeological significance
- Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Encroachment of the urban area along the valley bottom and into adjoining open

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- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town
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Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10645
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>Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.</p> <p>BRAG response to Question 46 (please note full document is attached to Q46)</p> <p>Question 46 <i>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?</i></p> <p>This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. it is the cumulative impact of development past, present</p>

and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed.

NB this is particularly the case for Berkhamsted which has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are ‘putting the cart before the horse’ in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early “partial review” which needed to include an assessment of “the role and function of the Green Belt affecting Dacorum, including long term boundaries”, but the Inspector also made it clear that “more significantly” the review had to assess “the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.”

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-Green-Belt-Review-Plan-for-DBC-SM-Facsimile.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out ‘blind’ of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

- New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you

rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.

- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic buildings. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongated nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the

- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
- Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
- The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
- Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential

to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
- Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
- Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
- Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
- Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the

hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
- **Important issue** – TRL states "The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private "
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
- Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs –

unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices

- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
- Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
- Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for

and any other proposed development along Shootersway.

- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
- Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
- Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
- Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
- Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
- AONB currently separated from development at Hunters Park by this open agricultural area
- Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective

- Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
- Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
- No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
- Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary’s School – recent death of nine year old girl in road accident
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 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to

and from the town on any pathway provided through Bearroc is absurd

- Situated at ridge top location at a distance from employment, retail, health and community
- Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
- Site of archaeological significance
- Not recommended for removal from Green Belt
 - Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
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 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of

Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop

	and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10691
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 46 (please note full document is attached to Q46)</p> <p>Question 46 <i>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?</i></p> <p>This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. it is the cumulative impact of development past, present and that proposed in the immediate and neighbouring area on sustainability which should be assessed.</p> <p>NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another ant to ongoing and planned developments.</p> <p>BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.</p> <p>In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."</p> <p>In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2014/06/BRAG-Analysis-of-the-Green-Belt-Review-for-the-DBC-SMVA-report.pdf for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point</p>

and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible "long term boundaries" and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government's continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing "could help the local economy and encourage provision of local services" and that development of sites "could help to maintain community vibrancy and vitality" totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites –

detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic This provides it with a strong character. The UDA supports protecting its historic

character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town

- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate

Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251

- Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to

Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats

including Long Green wildlife site and
Brickhill Green wildlife site

- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity

- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually

- Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently,

12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car

- Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision "protecting key historic and environmental assets"

such as the Grand Union Canal and the River Bulbourne”

- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary’s School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
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- Close to ancient woodland
- Loss of leisure facility

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Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10739
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	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:

Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

BRAG response to Question 46 please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Response-to-Question-46-16-07-2016.pdf>

for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible "long term boundaries" and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government's continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing "could help the local economy and encourage provision of local services" and that development of sites "could help to maintain community vibrancy and vitality" totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm

- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site

appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251

- Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of

- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains
 - Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
 - Berkhamsted railway station and commuter line to Euston is already at full
 - Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case

providing NO 'sustainable Prosperity' to Berkhamsted

- Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site

- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure
- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor

- Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective

- Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.

There is no dedicated cycle route near the site

- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
- Impact on landscape/Chilterns
- Impact and visibility of development on valley
- Poor relationship to town centre services and facilities, employment land and
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway

- Impact on setting of the
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary’s School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt

- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
- Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10767
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	Yes
Your response - Please add your response here	<p>Since then, further work has been undertaken to demonstrate the deliverability of the sites and their development potential. These are summarised in two Site Promoter Documents which accompany this submission. Taylor Wimpey recommends that these sites are allocated for development through the new Local Plan as they offer suitable locations to accommodate new homes and are deliverable in the shorter term to assist Dacorum Borough in meeting its housing needs. Taylor Wimpey looks forward to continuing engagement with officers over the development potential of these sites.</p> <p>For full response please see question 46.</p>
Include files	Pegasus - Taylor Wimpey - P17-0527 Dacorum I
Number	Question 46
ID	LPIO10784
Full Name	Mrs J Marshall
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 46
ID	LPIO10833
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>

As a resident of Berkhamsted , living off Shootersway and close to the field (currently in the Green belt) where Crest Nicholson are proposing approximately 80/90 new homes, i feel i must write to object to this proposed development and potential allocation for development and removal from the current Green belt status.

The new homes being built at Bearoc park have resulted in a significant increase in daily traffic along Shootersway with a large proportion of drivers exceeding the stated speed limit. There is one very narrow pavement along large sections of Shootersway as our Children often walk to school along Shootersway, it is a continual worry about the danger involved.

Any further development along Shootersway will only exacerbate this problem.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-Green-Belt-Review-Under-DEC-SM-Facsimile.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible "long term boundaries" and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government's continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing "could help the local economy and encourage provision of local services" and that development of sites "could help to maintain community vibrancy and vitality" totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable

location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition

the gradient between the town centre and the site may make walking and cycling difficult

- Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and

then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251

- Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase

to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site

- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about

- Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be

widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative,

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- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of ‘bus loop’ therefore not viable solution. Berkhamsted bus routes have

decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
- Adjacent to Chilterns AONB
- Suggestion of potential new primary school – not part of Berkhamsted education policy
- Lack of secondary school capacity – Ashlyns School
- Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Site is insufficient on its own, but could be phased with other
- Some distance from the town
- Next to the Chilterns
- Site is too small to offer scope for additional town-wide leisure
- The canal bridge on New Road is narrow and results in poor pedestrian access to local
- Visually prominent
- Proximity to railway
- Impact on setting of the

- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”

- Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities
-
- Some distance from the town
 - Important transition area between the town and open
 - New building could set a precedent for further development of land to the A41
 - Site is too small to offer scope for additional town-wide leisure
 - Very close to the
-
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage

	<ul style="list-style-type: none"> • Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch • Fails to meet Dacorum or Berkhamsted Vision <ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10834
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	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.

Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another ant to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process

~~(http://www.stalbans.gov.uk/2013/04/16/DBC-Advises-Review-of-Green-Belt-land-in-2013/)~~
a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

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However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

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Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of

the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions

- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of

Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more

- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a

junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site.

We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated

- Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in

	<p>Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch</p> <ul style="list-style-type: none"> • Fails to meet Dacorum or Berkhamsted Vision <ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	
Number	Question 46
ID	LPIO10836
Full Name	Mrs Julie Cummings
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 views on the proposed new local plan to 2036 in the consultation paper covering the four potential development sites around Kings Langley.</p> <p>Kings Langley is a beautiful village with great proportions in line with its charming character and has lovely rural surroundings. The High Street gives the village an</p>

	<p>individual character and is supported well by the current residence.</p> <p>It would be devastating to lose the green belt area and risk overcrowding the village, if indeed Kings Langley would remain as a village rather than becoming a town. I feel this large-scale expansion would be unsustainable for the village and current services such as medical, schooling, roads and parking would be overwhelmed and would destroy the community spirit.</p> <p>The thought the village spreading to coalesce with other settlements like Apsley (Hemel Hempstead) would also be disastrous for the locals who love their village identity.</p> <p>One of the proposed development sites would also mean the destruction of one of the two dairy farms in the parish. I find this an unacceptable prospect and know many villagers feel the same about this farm which sets the scene for the village as you enter from the South.</p> <p>I will not discuss all the issues with the local infrastructure in detail as these will be obvious to all within the planning department. Increasing the population by many hundreds would only add to the major congestion issues through the village centre. Suffice to say that the fact that the main route through the village is often at standstill during morning and afternoon/evening peak periods is a hazard with regards to restricting the movement of emergency services.</p>
Include files	
Number	Question 46
ID	LPIO10885
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>. Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the</p>

fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-Green-Belt-Review-for-the-DBC-SM-Process.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where

they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
 - The loss of productive farm
 - Impact on the Green Gateway into the town – impact on transition area from urban to countryside
 - The land is not well related to existing services and facilities in the town
 - Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.

- The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
- Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'

- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land

- Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep

gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of

- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used

heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane

- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic.A

large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy

- Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
 - Noise from railway

- Distance from town centre services and vital facilities
- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase

to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible

	<ul style="list-style-type: none"> Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of <p>Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low</p>
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10933
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	<p>Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.</p> <p>General Comments:</p> <p>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. It is the cumulative impact of development past, present and that proposed in the immediate and neighbouring area on sustainability which should be assessed.</p>

NB this is particularly the case for Berkhamsted which has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing and planned developments.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early “partial review” which needed to include an assessment of “the role and function of the Green Belt affecting Dacorum, including long term boundaries”, but the Inspector also made it clear that “more significantly” the review had to assess “the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.”

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process. In short, both of the DBC commissioned papers provide textbook examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

Any Green Belt review should have been carried out ‘blind’ of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. In accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation prior to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

At the consultation stage of the Core Strategy, Dacorum Planning Department made a number of strong statements of principle relating to the Berkhamsted Spatial Strategy which are being overturned in the current proposals without reason or explanation. Many of the sites now proposed are specifically identified in the Berkhamsted Vision Diagram as being “Sensitive Valley Sides”.

The Emerging Core Strategy states:

Built Character

The open valley sides would be particularly sensitive to the effects of new development.

Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low density.

Key views

The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban gateways.

Berkhamsted Vision

New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be supported. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.

The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation area. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

	<p>Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is delivered. Its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.</p> <p>Economic prosperity</p> <p>Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic buildings. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.</p> <p>Importantly the Core Strategy (endorsed by Councillors) rejected a number of sites in Berkhamsted giving detailed reasons for rejection – yet just a few years later Dacorum planning are ignoring these reasons without explanation and putting these very sites forward for development. The reasons previously given for rejection still hold good.</p>
Include files	
Number	Question 46
ID	LPIO10934
Full Name	Jane Hodgson
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 strongly opposed to the proposal for developments on green belt land around Tring, especially on the 93 acre Dunsley Farm site, Tr-h5.</p> <p>I understand the need for more housing and can see that this site is attractive. However I hope you will take into account the following reasons for not developing the site as you currently propose.</p> <p>This is a huge site, which your local plan envisages developing over a period of 16 years, to include up to 1000 new homes, and the possibility of including schools, a supermarket, and light industrial facilities.</p>

	<p>The impact on Tring of developing a site this large would be catastrophic. Tring is a small market town whose town centre is already under pressure with a high street that struggles to cope with its existing traffic.</p> <p>The impact on the roads in and around Tring would be appalling. Not only would there be a huge amount of heavy traffic to do with the building, but any industrial units would have many lorries and vans arriving. 1000 homes also suggests an extra 2000 cars in this site. Tring does not have the road structure to cope with this amount of extra traffic.</p> <p>The inclusion of industry on this site, relatively near to the town centre, would have a huge negative impact on the character of the town.</p> <p>Tring does not need another petrol station or supermarket</p> <p>Your local plan suggests that Trings existing infrastructure such as doctor's surgeries and schools would be able to absorb any new housing provided and although it's suggested that a new school and community facilities could be provided, I am extremely doubtful that this would occur.</p> <p>Your detailed 2017 plan states that "there may be the potential to create a significant landscaped buffer and "soften" the eastern edge of Tring". The eastern end of Tring is already a pleasant rural landscape in the Green Belt. Putting a huge housing estate and light industrial units, to say nothing of a supermarket on that site is hardly going to improve it and will in fact have a negative impact on the environment.</p>
Include files	
Number	Question 46
ID	LPIO10984
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 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.

I am writing to you to lodge my objection with re to the south Berkhamsted concept.

The site cannot and should not be considered as either a site allocation in the core strategy nor for a development proposal of this (or any) size, as it contradicts both existing plans and the emerging core strategy and their assumed principles of sustainable development.

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-Green-Belt-Review-Of-DBC-S14-Case-study.pdf>

for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes

under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the

canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of

the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions

- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of

Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more

- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains

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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a

junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
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- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated

- Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities
-
- Some distance from the town
 - Important transition area between the town and open
 - New building could set a precedent for further development of land to the A41
 - Site is too small to offer scope for additional town-wide leisure
 - Very close to the
-
- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt
-
- o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in

	<p>Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch</p> <ul style="list-style-type: none"> • Fails to meet Dacorum or Berkhamsted Vision <ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO10985
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 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.

Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

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A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the

canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of

the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions

- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of

Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more

- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a

junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site.

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- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated

- Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Encroachment of the urban area along the valley bottom and into adjoining open
- Distance from the town centre services and facilities, employment land and
- Impact on setting of the River
- Reduction in the degree of separation between the town and Bourne End
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in

	<p>Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch</p> <ul style="list-style-type: none"> • Fails to meet Dacorum or Berkhamsted Vision <ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	
Number	Question 46
ID	LPIO10986
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	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.

Q46. Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.

BRAG response to Question 46 (please note full document is attached to Q46)

Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-the-DBC-SM-16-01-16.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

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- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
 - The loss of productive farm
 - Impact on the Green Gateway into the town – impact on transition area from urban to countryside
 - The land is not well related to existing services and facilities in the town
 - Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place

- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive

- Commuter estate – lack of community cohesion – no contribution to vision of a ‘sustainable and vibrant market town’
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of ‘inclusive community’
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services

to the town centre and further afield are good but usage, for any purpose, remains

- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”
- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO 'sustainable Prosperity' to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility

- Area of Archaeological significance affects part of the land
 - Site appraisal says the 'Potential linkages with B-h2 could be explored' – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was

very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of

- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous

- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but

many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted residents already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of ‘bus loop’ therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB

- Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
 - Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains
-
- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident

- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision

	<ul style="list-style-type: none"> • facilities and services not accessible • Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town <ul style="list-style-type: none"> • Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of • Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO11080
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	<p>Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.</p> <p>General Comments:</p> <p>This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant</p>

negative impact on, for example, water, pollution etc. it is the cumulative impact of development past, present and that proposed in the immediate and neighbouring area on sustainability which should be assessed.

NB this is particularly the case for Berkhamsted which has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing and planned developments.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early “partial review” which needed to include an assessment of “the role and function of the Green Belt affecting Dacorum, including long term boundaries”, but the Inspector also made it clear that “more significantly” the review had to assess “the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.”

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process. In short, both of the DBC commissioned papers provide textbook examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

Any Green Belt review should have been carried out ‘blind’ of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. In accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation prior to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail

centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

At the consultation stage of the Core Strategy, Dacorum Planning Department made a number of strong statements of principle relating to the Berkhamsted Spatial Strategy which are being overturned in the current proposals without reason or explanation. Many of the sites now proposed are specifically identified in the Berkhamsted Vision Diagram as being “Sensitive Valley Sides”.

The Emerging Core Strategy states:

Built Character

The open valley sides would be particularly sensitive to the effects of new development.

Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low density.

Key views

The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban gateways.

Berkhamsted Vision

New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be supported. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.

The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation area. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents

	<p>a transition from town to the open countryside of the Green Belt.</p> <p>Social and personal welfare</p> <p>Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is delivered. Its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.</p> <p>Economic prosperity</p> <p>Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic buildings. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.</p> <p>Importantly the Core Strategy (endorsed by Councillors) rejected a number of sites in Berkhamsted giving detailed reasons for rejection – yet just a few years later Dacorum planning are ignoring these reasons without explanation and putting these very sites forward for development. The reasons previously given for rejection still hold good.</p>
Include files	
Number	Question 46
ID	LPIO11112
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	Central to the problems for Berkhamsted sites is that it does not have the infrastructure, or the capacity to improve it, so as to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are anathema to the concept of sustainable development.
Include files	
Number	Question 46
ID	LPIO11114

Full Name	Stella Read
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 object to the building plans mentioned on site reference Tr-h5- land at Dunsley Farm, Tring.</p> <p>This is a green belt area,corridor into Tring which has previously been turned down for development.It will lead to more traffic congestion and pollution for the town.We already have major parking problems in Tring and at the train station. The schools are not adequate.</p>
Include files	
Number	Question 46
ID	LPIO11160
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	<p>Question 46 <i>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?</i></p> <p>Yes</p> <p>General Comment:</p> <p>This exercise is flawed. Whereas a particular site might be deemed to have and 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. it is the cumulative impact of development past, present and that proposed in the immediate andneighbouring area on sustainability which should be assessed.</p> <p>NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another ant to ongoing and planned developments.</p> <p>BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.</p> <p>In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective</p>

co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.”

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process

(~~as well as being written by the DBC and the Review of DBC~~ a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out ‘blind’ of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development

There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

At the consultation stage of the Core Strategy, Dacorum Planning Department make a number of strong statements of principle relating to the Berkhamsted Spatial Strategy which are being overturned in the current proposals without reason or explanation. Many of the sites now proposed are specifically identified in the Berkhamsted Vision Diagram as being “Sensitive Valley Sides”.

The Emerging Core Strategy states:

Built Character

- The open valley sides would be particularly sensitive to the effects of new development.
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low density.

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban gateways.

Berkhamsted Vision

- New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be supported. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing

development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation area. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is delivered. Its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic buildings. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Importantly the Core Strategy (endorsed by Councillors) rejected a number of sites in Berkhamsted giving detailed reasons for rejection – yet just a few years later Dacorum planning are ignoring these reasons without explanation and putting these very sites forward for development. The reasons previously given for rejection still hold good and itemised under each of the sites below.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt boundary.
- Development would be highly visible from this prominent ridge top location.
- Erosion of buffer between bypass and existing built up area.
- Poor relationship to town centre services and facilities, employment land and station.
- Important transition area between the town and open countryside would be damaged.
- This could also set a precedent for further development of land southwards to the A41.
- Not well related to existing housing.

- Visual impact on important gateway to town from A416 and A41.
- Proximity of A41 bypass.
- Potential impact on the setting of Ashlyn's Hall.

In addition BRAG makes the following objections

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm land.
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town centre.
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
- Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
- The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade it.
- Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential

to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
- Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Inquiry. Does not fit with education strategy.
- Secondary school places inadequate
- Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
- Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from it.
- Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars

on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been addressed.

- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
- Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
- **Important issue** – TRL states "The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private car."
- Berkhamsted railway station and commuter line to Euston is already at full capacity.
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
- Suggestion of local employment opportunities in 'local centre' or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established

on South Berkhamsted site – significant distance to current practices

- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
- Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more pollution.
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
- Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

Be-h2 Haslam Fields, Shootersway

Core Strategy identified the following reasons against development on this site

- Site is insufficient on its own, but could be phased with other land.
- Site is part of the open transition area between the town and the wider countryside.
- New building could set a precedent for further development of land southwards to the A41.
- Site is too small to offer scope for additional town-wide leisure space.

In addition BRAG makes the following objections

- Identified in Site Appraisal as – Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at LA4.
- Inadequate capacity of Shootersway – the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.

- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
- Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues ‘domino effect’ of development along the ridge top that DBC was warned about
- Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT ‘Sustainable Travel Towns’ initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h3 Land at Ivy House Lane

Core Strategy rejected this option for the following reasons

- Proximity to Chilterns AONB.
- Strong countryside/Green Belt boundary would be breached.
- Impact on valley sides and important dry valley location.

In addition BRAG makes the following objections

- facilities and services not accessible
- Public transport cannot be used and provision for walking and cycling not viable – suggestions that residents would walk to and from the town on any pathway provided highly unlikely
- Fails to meet Berkhamsted Vision
- Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
- Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points

- AONB currently separated from development at Hunters Park by this open agricultural area
- Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
- Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
- Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous junction.
- Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane bridges.
- Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
- No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
- Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be ignored.
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of

Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h4 Land between Durrants Lane / Bell Lane / Darr's Lane (two sites)

Core Strategy rejected this option for the following reasons

- Strong countryside boundary.
- Impact on landscape/Chilterns AONB.
- Impact and visibility of development on valley sides.
- Poor relationship to town centre services and facilities, employment land and station.

In addition BRAG makes the following objections

- facilities and services not accessible
- Public transport cannot be used and provision for walking and cycling not viable – suggestions that residents would walk to and from the town on any pathway provided highly unlikely
- Fails to meet Berkhamsted Vision
- Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
- Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
- Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
- Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
- Site falls within area of Archaeological significance
- Adjacent to Chilterns AONB
- Suggestion of potential new primary school – not part of Berkhamsted education policy
- Lack of secondary school capacity – Ashlyns School
- Same arguments on accessible housing – distance from facilities and services
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With

long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.

- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h5 Land at Lockfield, New Road, Northchurch

Core Strategy identified the following reasons against development on this site

- Site is insufficient on its own, but could be phased with other land.
- Some distance from the town centre.
- Next to the Chilterns AONB.
- Site is too small to offer scope for additional town-wide leisure space.
- The canal bridge on New Road is narrow and results in poor pedestrian access to local facilities.
- Visually prominent site.
- Proximity to railway line.
- Impact on setting of the canal.

In addition BRAG makes the following objections

- Close to canal – undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
- Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

Be-h6 Land adj. to Blegberry Gardens, Shootersway

Core Strategy identified the following reasons against development on this site

- Some distance from the town centre.
- Important transition area between the town and open countryside.
- New building could set a precedent for further development of land to the A41 bypass.
- Site is too small to offer scope for additional town-wide leisure space.
- Very close to the A41.

In addition BRAG makes the following objections

- facilities and services not accessible
- Public transport cannot be used and provision for walking and cycling not viable – suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
- Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- Fails to meet Dacorum or Berkhamsted Vision
- Situated at ridge top location at a distance from employment, retail, health and community services.
- Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
- Site of archaeological significance
- Not recommended for removal from Green Belt
- No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

Be-h7 Land at Bank Mill Lane

Core Strategy rejected this option for the following reasons

- Encroachment of the urban area along the valley bottom and into adjoining open countryside.
- Distance from the town centre services and facilities, employment land and station.
- Impact on setting of the River Bulbourne.

- Reduction in the degree of separation between the town and Bourne End

In addition BRAG makes the following objections

- Expansion of town to east – would significantly alter Gateway to Berkhamsted
- Located in Berkhamsted Conservation Area
- Impact on adjacent AONB
- Risk of flooding identified in assessment
- Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
- Suggestion of provision of local play space – edge of town not a practical site
- Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
- Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services – residents won't be walking and cycling to the town

Be-h8 Berkhamsted Golf Range, The Brickworks, Spring Garden Lane

- facilities and services not accessible
- Public transport cannot be used and provision for walking and cycling not viable – too far for residents to walk to and from the town
- Site appraisal recommends exclusion from further assessment and retain as green belt
- Site lies within CAONB – large-scale development opportunities to be avoided
- At a distance from immediate urban edge and would extend town further into countryside
- Close to ancient woodland
- Loss of leisure facility
- Ridge top – Poor accessibility to employment, retail, health and community services – no public transport – increased car usage
- Impact of additional traffic onto Shootersway and potentially in Northchurch – Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- Fails to meet Dacorum or Berkhamsted Vision
- Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport.
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the

	Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	
Number	Question 46
ID	LPIO11196
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	Q 46 Object to Site Be-h3 . The assessment is inaccurate, inappropriate , unsustainable with no highway of transport infrastructure and contrary to previous Inspectors decisions on Green Belt Issues. A detailed statement of objection has already been submitted by e mail and is in addition to the comments submitted here.
Include files	
Number	Question 46
ID	LPIO11257
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>Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.</p>

BRAG response to Question 46 (please note full document is attached to Q46)

Question 46 *Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?*

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-the-DBC-SM-Facsimile.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out 'blind' of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be. The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation. This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt

- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
 - Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative

impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'

- Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from
 - Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains
 - Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys

- **Important issue** – TRL states “The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”

- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway

- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more

- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the
- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
 - Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage

- No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
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- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley
 - Poor relationship to town centre services and facilities, employment land and
-
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see

a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of

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- Site is insufficient on its own, but could be phased with other
- Some distance from the town
- Next to the Chilterns
- Site is too small to offer scope for additional town-wide leisure
- The canal bridge on New Road is narrow and results in poor pedestrian access to local
- Visually prominent
- Proximity to railway
- Impact on setting of the

- Close to canal - undermines Berkhamsted Vision "protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne"
- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary's School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open

- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

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to the town centre and further afield are good but usage, for any purpose, remains

- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's

	<p>traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of</p> <ul style="list-style-type: none"> Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO11304
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. Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.</p> <p>BRAG response to Question 46 (please note full document is attached to Q46)</p>

Question 46 Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?

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

NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early "partial review" which needed to include an assessment of "the role and function of the Green Belt affecting Dacorum, including long term boundaries", but the Inspector also made it clear that "more significantly" the review had to assess "the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum."

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although 'parking' the issue of St Alban's proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-Green-Belt-Review-for-DBC-SMVA-2016.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide textbook examples of 'Confirmation Bias' from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

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However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing "could help the local economy and encourage provision of local services" and that development of sites "could help to maintain community vibrancy and vitality" totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

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- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should

respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.

- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation This approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top

- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
 - The loss of productive farm
 - Impact on the Green Gateway into the town – impact on transition area from urban to countryside
 - The land is not well related to existing services and facilities in the town
 - Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
- Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town

and all vital facilities will be a key factor in their integration into the community or isolation from

- Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains
 - Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states "The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be

occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”

- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more
- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider

- New building could set a precedent for further development of land southwards to the
 - Site is too small to offer scope for additional town-wide leisure

 - Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling
- in addition the gradient between the town centre and the site may make walking and cycling difficult
- Cumulative negative impact on Berkhamsted infrastructure with little contribution
 - Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
 - Increased car use and growth in level of greenhouse gas emissions
 - Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
 - Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
 - Located near A41 – noise levels and car emissions could affect health and wellbeing
 - Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
 - Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
 - Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
 - Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the

Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
 - Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children

- Poor accessibility to schools and all other facilities
 - Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
 - Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
 - Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.
-
- Strong countryside
 - Impact on landscape/Chilterns
 - Impact and visibility of development on valley

- Poor relationship to town centre services and facilities, employment land and

- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchurch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of

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- Site is insufficient on its own, but could be phased with other
- Some distance from the town
- Next to the Chilterns
- Site is too small to offer scope for additional town-wide leisure
- The canal bridge on New Road is narrow and results in poor pedestrian access to local
- Visually prominent
- Proximity to railway
- Impact on setting of the

- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
- Close to Northchurch AQMA
- Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary’s School – recent death of nine year old girl in road accident
- Noise from railway
- Distance from town centre services and vital facilities

- Some distance from the town
- Important transition area between the town and open
- New building could set a precedent for further development of land to the A41
- Site is too small to offer scope for additional town-wide leisure
- Very close to the

- Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
 - Situated at ridge top location at a distance from employment, retail, health and community
 - Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
 - Site of archaeological significance
 - Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Encroachment of the urban area along the valley bottom and into adjoining open
 - Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person’s accommodation on site – at a distance from the town centre facilities and services - residents won’t be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG’s traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of

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Include files	BRAG response to Issues Options.pdf
Number	Question 46
ID	LPIO11305
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>I have been resident in Berkhamsted for almost 20 years. I am writing to object strongly to the plans to build yet more houses in an already extremely overcrowded valley.</p> <p>The green space available to us is vital in terms of mental health - something you have a requirement to consider. The level of house building currently occurring and proposed is creating a crowded, stressful environment which is detrimental to residents' physical and mental health.</p> <p>BRAG response to Question 46 (please note full document is attached to Q46)</p> <p>Question 46 <i>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?</i></p> <p>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact,</p>

the sites when combined could have a significant negative impact on, for example, water, pollution etc. it is the cumulative impact of development past, present and that proposed in the immediate **and** neighbouring area on sustainability which should be assessed.

NB this is particularly the case for Berkhamsted which has the most “negative but not significant” sites, many of which are in close proximity to one another and to ongoing and planned developments.

BRAG believes that DBC are ‘putting the cart before the horse’ in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early “partial review” which needed to include an assessment of “the role and function of the Green Belt affecting Dacorum, including long term boundaries”, but the Inspector also made it clear that “more significantly” the review had to assess “the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.”

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/06/BRAG-Analysis-of-the-Green-Belt-Review-for-the-DBC-SM-Facsimile.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out ‘blind’ of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical

process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive ‘green’, semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the

valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.

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Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic buildings. This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongated nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and

- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present Green Belt boundary runs along the rear boundaries of the properties fronting Upper Hall Park which in my view forms a clearly defined, firm and defensible limit to the built-up area. In its present open and undeveloped condition, the site contributes to one of the primary purposes of the Green Belt, namely preventing the outward spread of the urban area and safeguarding the adjoining countryside from encroachment.” Nothing has physically changed

Current Site Appraisal raises significant issues that contravene the Dacorum and Berkhamsted Visions – extracts below

- Substantial loss of Green Belt land and major southward expansion of the town on the open upper valley sides up to the A41.
- The loss of productive farm
- Impact on the Green Gateway into the town – impact on transition area from urban to countryside
- The land is not well related to existing services and facilities in the town
- Located at a distance from the town centre which would discourage walking and cycling – in addition the gradient between the town centre and the site may make walking and cycling difficult
 - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
- o Located near A41 – noise levels could affect health and wellbeing even with the proposed acoustic bunds in place
 - Large-scale development will place significant pressure on local infrastructure, particularly schooling and the local highway network.
 - The ability of these roads to accommodate additional traffic should be tested, particularly Swing Gate Lane and any potential to upgrade
 - Capacity of Shootersway / Kingshill Way junction and other local junctions will need to be confirmed, especially given cumulative impact of existing and other promoted development. Sustainability

Site Appraisal acknowledges that the distance from key facilities and services and its valley ridge location would discourage movements by foot or cycle

Site Appraisals all negative issues – mitigation relies on

- The proposal offers opportunity to create a new planned neighbourhood expansion of the town with a range of associated local services and facilities. It is of a size to deliver larger-scale infrastructure and contribute to improving transport links through the creation of an east-west link road (connecting Swing Gate Lane with Chesham Road), although this will need to be tested. It also allows potential to secure a range of social, leisure and community facilities.

BRAG gave evidence at the Core Strategy showing that the so called benefits are unlikely to materialise, are not sustainable or are simply required to facilitate the new development itself, giving no benefit to the wider community and indeed would pile extra stress on the already creaking infrastructure. In particular:

- Proposed east-west link is promoted as benefit to the wider community. However, at the Accessibility session of the Core Strategy Hearing the Inspector accepted the conclusions of all attendees (including DBC and Herts County Council Highways Department) that the 'link' could not work as promoted by the developer and was simply required to facilitate the proposed new development. As such it cannot be accepted as benefit for the community as a whole and is shocking that it appears as such in a DBC site appraisal. It is likely to generate rat runs – cutting out road system around Chesham Road (which is one-way for the majority) and Shootersway – leading to unintended consequence of massive congestion as cars are forced down Swing Gate Lane – which does not have the capacity – and then additional traffic on all the Hall Park estate roads as cars seek to avoid traffic jams with A4251
 - Additional 2000 cars (c12,000 car movements per day) – contrary to local plan policies and creating increased greenhouse gas emissions
- Parts of this ridge top location would be highly visible from AONB land and intrusive
- Commuter estate – lack of community cohesion – no contribution to vision of a 'sustainable and vibrant market town'
- Suggestion of new primary school – rejected by DBC at Core Strategy Does not fit with education strategy.
- Secondary school places inadequate
 - Affordable housing – cut off from town and all facilities – requirement for car – will not generate vision of 'inclusive community'
 - Not appropriate siting for growing elderly population An increasing elderly population will have more reliance on cars etc and the distance from town and all vital facilities will be a key factor in their integration into the community or isolation from

- Previous suggestions to improve traffic flow in Swing Gate Lane by banning parking totally unfeasible and detrimental to community.
- Additional dangers of steep roads in winter. In recent years, bad winters have become a regular occurrence and, in some cases, freezing conditions have lasted for several days. Most roads leading south out of the valley were not cleared or treated and buses either found them impassable or proceeded with great difficulty. Refuse collection had to be cancelled and four wheel drive vehicles had difficulty in coping. The inaccessibility of the hills caused many drivers to abandon their cars on the London Road, exacerbating travel problems. The weather-related accessibility problems for any developments on the valley ridge will require some form of snow clearance programme. This definitely has not happened in recent years mainly on the grounds of cost and once, we believe, when there was a national shortage of salt. We can find no evidence that this particular issue has been
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains
 - Suggestion of 'bus loop' not viable solution as clearly demonstrated at Core Strategy Inspection. Berkhamsted bus routes have decreased in recent years. Would not meet requirement for 1000 home to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - **Important issue** – TRL states "The scale of development at this site is out of scale with employment opportunities in Berkhamsted and therefore it is likely that many of the new dwellings will be occupied by commuters to other towns/areas for work. Whilst the site is situated within 2km of the railway

station there remains the likelihood that a high proportion will commute to work or make their journey to the station by private ”

- Berkhamsted railway station and commuter line to Euston is already at full
- Suggestion of local services and facilities shown to not to be viable at last Core Strategy inquiry – BRAG has letters from commercial surveyors relating to local retail provision not being a sustainable option
 - Suggestion of local employment opportunities in ‘local centre’ or business units – generate more car journeys – not viable anyway
- GP / health provision – town struggling to meet current demand. National shortage of GPs – unlikely that a new practice would be established on South Berkhamsted site – significant distance to current practices
- Suggestion that “this increased number of resident in the town would make facilities and shops more viable” – they have already identified the difficulties in accessing the town and facilities – will either massively increase congestion and drive away business from the town – or will commute out and use other towns and facilities – in either case providing NO ‘sustainable Prosperity’ to Berkhamsted
 - Impact on wildlife – reduction on wildlife corridor – forcing wildlife to cross A41 – TRL recognises loss or damage to habitats including Long Green wildlife site and Brickhill Green wildlife site
- Development of site threatens ancient woodland (Long Green), while environmental policies suggest this would be an ideal area to plant more trees and expand existing woodland rather than creating more
- Suggestions of managed woodland doubtful – who would have responsibility
- Area of Archaeological significance affects part of the land
 - Site appraisal says the ‘Potential linkages with B-h2 could be explored’ – would exacerbate all the problems and block wildlife corridor even more
- Site is insufficient on its own, but could be phased with other
- Site is part of the open transition area between the town and the wider
- New building could set a precedent for further development of land southwards to the

- Site is too small to offer scope for additional town-wide leisure

- Identified in Site Appraisal as - Located at a distance from the town centre which would discourage walking and cycling

– in addition the gradient between the town centre and the site may make walking and cycling difficult

- Cumulative negative impact on Berkhamsted infrastructure with little contribution
- Likely to become another commuter area contributing nothing to vibrancy and vitality of the town
- Increased car use and growth in level of greenhouse gas emissions
- Poor and possibly dangerous access onto Shootersway and congestion issues given adjacent development at
- Inadequate capacity of Shootersway - the impact of any development on road capacity must be assessed alongside the cumulative impact of ongoing development, that already planned for and any other proposed development along Shootersway.
- Located near A41 – noise levels and car emissions could affect health and wellbeing
- Suggested public open space at rear of site – unsuitable as close to A41 noise and car emissions – also closes off wildlife corridor
 - Affordable housing too far from town centre and facilities/service – would require car – not contribute to community cohesion or sustainable prosperity
- Continues 'domino effect' of development along the ridge top that DBC was warned about
 - Loss of playing pitches – suggested replacements even further from town centre on other side of A41 – increasing car journeys even more
- Potential archaeological remains
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of

Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Proximity to Chilterns
- Strong countryside/Green Belt boundary would be
- Impact on valley sides and important dry valley
- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Only separated from AONB by Ivy House Lane a single-track road and was rejected in past inquiries
 - Site is not only visible to the immediate surrounding residents but also distant views from as far away as four miles down the valley at Westbrook Hay and other strategic vantage points
 - AONB currently separated from development at Hunters Park by this open agricultural area
 - Plot rises from Ivy House Lane in east to Hunters Park – no screening could be effective
 - Development of the site will result in loss of valuable regularly cultivated arable land where over at least the past 40 years cereal/rapeseed crops have been harvested annually
 - Access is single track road with pinch points that cannot be widened (1800 car movements per day) – leading into a railway bridge and narrow congested roads to the south, or a narrow lane to the north leading to a junction with The Common at a point near to a hazardous
 - Traffic to the town and station would then flow south down Gravel Path which is already a busy road used heavily in rush hours and constantly during the day, or along to New Road, entering the town via single lane
 - Suggested bus route runs two buses per day in each direction – not a viable alternative to car usage
 - No public footpaths in the vicinity affecting walking to the nearest bus stop (more than the 300m away stated) and certainly no safe access for schools and children
 - Poor accessibility to schools and all other facilities

- Water supply in the area has been subject to frequent repairs along Gravel Path. The road has been closed 3 times in Autumn 2017 for more than 4 days on each occurrence as well as part closed for other repairs. The water supply has been cut off without notice at night on 3 occasions during the Summer months of 2017, apparently due to low pressure.
- Residential development will destroy a natural habitat for local wildlife such as deer, muntjacs, badgers, hares, bats, ducks, pheasants and many bird species (owl, woodpeckers, thrushes, blackbirds, robins, swallows, heron) and the effect of pollution on night flying fauna should not be
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of transport. There is no dedicated cycle route near the site
- Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.

- Strong countryside
- Impact on landscape/Chilterns
- Impact and visibility of development on valley
- Poor relationship to town centre services and facilities, employment land and

- Fails to meet Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided highly unlikely
 - Suggestion that it is relatively close to shops at Northchurch risible – especially as the same Site Appraisal points out the steep gradient and distance
 - Parking at Northchuch already insufficient – no capacity for additional cars from ridge top
 - Exits onto Shootersway an already overstretched road at a point near to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - No public transport within reach. Suggestions that this development would increase the viability of new public transport provision is unrealistic. Little likelihood of commercial viability for even a few services per day and majority of journeys would be made by car
 - Suggestion of 'bus loop' therefore not viable solution. Berkhamsted bus routes have decreased in recent years. Would not meet requirement to reach employment, schooling etc in rush hour or have any significant impact on car journeys
 - Site falls within area of Archaeological significance
 - Adjacent to Chilterns AONB
 - Suggestion of potential new primary school – not part of Berkhamsted education policy
 - Lack of secondary school capacity – Ashlyns School
 - Same arguments on accessible housing – distance from facilities and services
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
 - Walking is a popular mode of travel for those living within one mile of the town centre or the railway station, currently, 12% of

commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains

- Site is insufficient on its own, but could be phased with other
 - Some distance from the town
 - Next to the Chilterns
 - Site is too small to offer scope for additional town-wide leisure
 - The canal bridge on New Road is narrow and results in poor pedestrian access to local
 - Visually prominent
 - Proximity to railway
 - Impact on setting of the
-
- Close to canal - undermines Berkhamsted Vision “protecting key historic and environmental assets such as the Grand Union Canal and the River Bulbourne”
 - Close to Northchurch AQMA
 - Traffic congestion at junction of North Road with Northchurch High Street will be exacerbated
 - Parking difficulties and concerns for safety of children attending St Mary’s School – recent death of nine year old girl in road accident
 - Noise from railway
 - Distance from town centre services and vital facilities
-
- Some distance from the town
 - Important transition area between the town and open
 - New building could set a precedent for further development of land to the A41
 - Site is too small to offer scope for additional town-wide leisure
 - Very close to the
-
- Fails to meet Dacorum or Berkhamsted Vision

- facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - suggestions that residents would walk to and from the town on any pathway provided through Bearroc is absurd
- Situated at ridge top location at a distance from employment, retail, health and community
- Negative impact on adjacent AONB and concern for existing Tree Preservation Orders
- Site of archaeological significance
- Not recommended for removal from Green Belt

o Exits onto Shootersway an already overstretched road at a point opposite to the large new development – Bearroc [Taylor Wimpey]. One of the major concerns of the Council in granting permission for development at Bearroc was the traffic that would be generated. Any additional development in this area will exacerbate the problems of traffic congestion and air pollution. Additional traffic created by the site could add to existing problems in the AQMA at Northchurch

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- Encroachment of the urban area along the valley bottom and into adjoining open

- Distance from the town centre services and facilities, employment land and
 - Impact on setting of the River
 - Reduction in the degree of separation between the town and Bourne End
-
- Expansion of town to east - would significantly alter Gateway to Berkhamsted
 - Located in Berkhamsted Conservation Area
 - Impact on adjacent AONB
 - Risk of flooding identified in assessment
 - Distance from town centre – walking or cycling route to town adversely affected by any additional traffic to/from South Berkhamsted
 - Suggestion of provision of local play space – edge of town not a practical site
 - Adjacent site delivered NO affordable homes – suggestion that this site will deliver 20 affordable homes
 - Suggestion of specialist elderly person's accommodation on site – at a distance from the town centre facilities and services - residents won't be walking and cycling to the town
-
- Site appraisal recommends exclusion from further assessment and retain as green belt
 - Site lies within CAONB – large-scale development opportunities to be avoided
 - At a distance from immediate urban edge and would extend town further into countryside
 - Close to ancient woodland
 - Loss of leisure facility
 - Ridge top - Poor accessibility to employment, retail, health and community services – no public transport - increased car usage
 - Impact of additional traffic onto Shootersway and potentially in Northchurch - Additional traffic created by the site could add to existing problems in the AQMA at Northchurch
 - Fails to meet Dacorum or Berkhamsted Vision
 - facilities and services not accessible
 - Public transport cannot be used and provision for walking and cycling not viable - too far for residents to walk to and from the town
 - Sustainable travel aspirations are unrealistic. Cycling is the least popular mode of travel and, during BRAG's traffic surveys, it was very rare to see a cyclist, especially ascending the hill. With long, very steep gradients, some of which are 1:11, cycling is accepted not to be a realistic alternative form of
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	<p>the railway station, currently, 12% of commuters walk. In the DfT 'Sustainable Travel Towns' initiative, walking trips per person grew by some 13%. If applied to Berkhamsted, the numbers walking would increase to just 13½% but again the steep gradients would not promote walking in this site. We accept that bus travel offers the best hope for reducing car use but many of the ideas put forward in the Strategy Document and supporting papers do appear over-optimistic. A large proportion of Berkhamsted resident already live within ten minutes of a bus stop and, generally, the services to the town centre and further afield are good but usage, for any purpose, remains low.</p>
Include files	
Number	Question 46
ID	LPIO11313
Full Name	Rachel Hesslegrave
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 majority of the proposed sites for planned development in and around Berkhamsted are on land currently designated as Green Belt. You set out in your consultation document the purpose of this designation which is essentially to protect the town it surrounds. With Berkhamsted already 34% in excess of the home building target set within the Core Strategy over the last ten years, it is wholly unsustainable for further development to take place, never mind on land designated as (and fulfilling <i>all</i> of the purposes of) Green Belt.</p> <p>The Town's infrastructure is already under significant pressure and irrespective of initiatives or investment, little can realistically be done to relieve that. The geographic nature of the Town's establishment, nestled towards the bottom of a valley, combined with its Victorian/Edwardian pattern of narrow streets with on-street parking on steep hills, already makes traffic movement very difficult in Berkhamsted. Many people living here do cycle and walk already, but the geography of the Town means that no proposal based upon use of these methods could reasonably be relied upon, particularly from the top of any of the hills where the proposed developments are (in the main) to be sited. Little can be relied upon to relieve these problems as even where the hills are not steep and roads are slightly wider, there is the barrier created by the Grand Union Canal and the West Coast mainline railway and parking</p>

associated with those commuters. The town of Berkhamsted simply does not lend itself to being extended very much further and certainly not at the current rate or on the scale outlined in your consultation options.

We have very real concerns about the impact on traffic of proposed development, particularly to the south of the town. The railway station is on the north side with only one direct route across the town from south to north which would inevitably exacerbate what is already a traffic 'pinch point'. The same concerns apply to train travel where any regular commuter will attest to the frequency with which they already fail to get a seat between London and Berkhamsted and vice versa. Furthermore, additional Berkhamsted traffic using the A41 could only present an even greater accident risk than is already the case with exit/entry slip roads, etc. simply not designed for the current weight of traffic, never mind significantly more.

We also believe that the impact of development on other Berkhamsted infrastructure such as schools, doctors' surgeries and dentists would be enormous. We note comments made within the consultation documentation about contributions towards infrastructure provision, but history suggests otherwise and topography (as noted above) says that in any event, adding public services would simply result in even greater pressure on road systems that are already stretched and which are not capable of being adapted in any meaningful way.

Include files

Number	Question 46
ID	LPIO11317
Full Name	Mark Hesslegrave
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 majority of the proposed sites for planned development in and around Berkhamsted are on land currently designated as Green Belt. You set out in your consultation document the purpose of this designation which is essentially to protect the town it surrounds. With Berkhamsted already 34% in excess of the home building target set within the Core Strategy over the last ten years, it is wholly unsustainable for further development to take place, never mind on land designated as (and fulfilling <i>all</i> of the purposes of) Green Belt.</p> <p>The Town's infrastructure is already under significant pressure and irrespective of initiatives or investment, little can realistically be done to relieve that. The geographic nature of the Town's establishment, nestled towards the bottom of a valley, combined with its Victorian/Edwardian pattern of narrow streets with on-street parking on steep hills, already makes traffic movement very difficult in Berkhamsted. Many people living here do cycle and walk already, but the geography of the Town means that no proposal based upon use of these methods could reasonably be relied upon, particularly from the top of any of the hills where the proposed developments are (in the main) to be sited. Little can be relied upon to relieve these problems as even where the hills are not steep and roads are slightly wider, there is the barrier created by the Grand Union Canal and the West Coast mainline railway and parking associated with those commuters. The town of Berkhamsted simply does not lend itself to being extended very much further and certainly not at the current rate or on the scale outlined in your consultation options.</p> <p>We have very real concerns about the impact on traffic of proposed development, particularly to the south of the town. The railway station is on the north side with only one direct route across the town from south to north which would inevitably exacerbate what is already a traffic 'pinch point'. The same concerns apply to train travel where any regular commuter will attest to the frequency with which they already fail to get a seat between London and Berkhamsted and vice versa. Furthermore, additional Berkhamsted traffic using the A41 could only present an even greater accident risk than is already the case with exit/entry slip roads, etc.</p>

	<p>simply not designed for the current weight of traffic, never mind significantly more.</p> <p>We also believe that the impact of development on other Berkhamsted infrastructure such as schools, doctors' surgeries and dentists would be enormous. We note comments made within the consultation documentation about contributions towards infrastructure provision, but history suggests otherwise and topography (as noted above) says that in any event, adding public services would simply result in even greater pressure on road systems that are already stretched and which are not capable of being adapted in any meaningful way.</p>
Include files	
Number	Question 46
ID	LPIO11333
Full Name	Mrs Elizabeth Debenham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p>Kings Langley is a rural village with its own historical background. The surrounding areas are essential to wildlife and wellbeing of our local community which needs to be preserved and maintained.</p> <p>The village already becomes congested at work and school traffic times so any further developments would make the village transport communications unsafe due to build up of vehicles at busy times, in particular when accidents occur diverting through the village from the A41 or M25 lane closure. Much of the housing in Kings Langley is on a hill with narrow roads in the housing estates and no space for widening roads to accommodate more traffic which would ensue due to further building of houses, school and offices.</p> <p>More residents in Kings Langley would overload the Doctor's surgery. Schools would be over stretched and a further school would cause extra traffic congestion and make the village unsustainable and unsafe for crossing the road at busy times of the day.</p> <p>We need to keep our green spaces for health and wellbeing and need the valuable asset for our future. Once built upon it can never be regenerated so caution is imperative when considering new build on these assets of farmland and green spaces for leisure and walks. The safety of transport, cars, bin lorries, ambulances etc need wide enough roads and Rucklers Lane, Barnes Lane, Chipperfield Road, Coniston Road,</p>

	<p>Common Lane, in fact all the roads leading off the High Street from Church Lane through to Rucklers Lane, cannot be widened without severely destroying the essence, safety and enjoyment of the village as it is now. The structure of the ribbon village simply is not sustainable for further building and the traffic if would bring in.</p> <p>We already provide a through access to the Apsley Trading Estate or Sainsbury's, Argos, Currys, Bunnings, Dunelm etc and soon the Featherbed Lane and Manor Estate will add further traffic to the main road through to Two Waters and the A41 bypass. Shendish(site reference HH-h3) would also exacerbate this.</p> <p>I strongly oppose building on any of the suggested sites in Kings Langley as it would be unsustainable for reasons of traffic causing road block at busy times, overuse of our beautiful village destroying our local amenities, for wellbeing and that of the environment and wildlife; also making the facilities of school and Doctor oversubscribed and traffic unsafe for pedestrians.</p>
Include files	
Number	Question 46
ID	LPIO11335
Full Name	Mrs Elizabeth Debenham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	We already provide a through access to the Apsley Trading Estate or Sainsbury's, Argos, Currys, Bunnings, Dunelm etc and soon the Featherbed Lane and Manor Estate will add further traffic to the main road through to Two Waters and the A41 bypass. Shendish(site reference HH-h3) would also exacerbate this.
Include files	
Number	Question 46
ID	LPIO11336
Full Name	Mrs Elizabeth Debenham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes

Your response - Please add your response here	There is no level access to the village as it is on a high point. Any access point would be challenging to the neighbourhood and make the already congested school traffic to the existing Senior, Junior and preschool drop offs a danger zone. Traffic down to the A4251 Hempstead Road, would cause further congestion at the bottom of the hill to the village.
Include files	
Number	Question 46
ID	LPIO11337
Full Name	Mrs Elizabeth Debenham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	HH-h3 Shendish I oppose this site as it will cause a huge loss to green space, encroach upon the wildlife environment, area of natural beauty and make the Rucklers Lane safety compromised with potential feeder roads. The A4251 simply cannot take it. Kings Langley needs to remain a self -sustaining village
Include files	
Number	Question 46
ID	LPIO11338
Full Name	Mrs Elizabeth Debenham
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	This site is near the football pitch which on match days causes parking all along the verges of the Hempstead Road. Access point to Rectory Farm would be difficult with the other feeder roads leading on to the A4251.
Include files	
Number	Question 46
ID	LPIO11339
Full Name	Mrs Elizabeth Debenham
Company / Organisation	

Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	Developing this site would cause problems with the already frequently congested M25 access. Substantial loss of greenfield land would detract from Wayside farm's use and spoil the village. At present there are already unused offices along the Hempstead Road towards Apsley.
Include files	
Number	Question 46
ID	LPIO11340
Full Name	Chris Grimsdale
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	<p><u>Objections to possible housing allocation at Potten End – Site reference O-h1</u></p> <p><u>Adopted core strategy and local policy - Distribution of Development and Settlement Hierarchy</u></p> <p>The adopted core strategy 2013, sets out the settlement hierarchy for the Borough. Potten End is noted as being a small village within the green belt and as such is one of the least sustainable areas of the Borough for development, where significant environmental constraints apply.</p> <p>Policy CS1 states that the countryside between settlements needs to be protected to ensure its rural character is retained and settlements retain their individual identities.</p> <p>Policy CS6 states that 'limited infilling' with affordable housing for local people will be permitted in selected small villages. Policy CS20 encourages 'small-scale' schemes on rural sites for local affordable homes.</p> <p>The proposed site is 3.2 ha in area and a development of between 45 and 49 new dwellings represents a sizeable Eastern extension to Potten End and is well outside the definition of 'limited infilling' and/or 'small scale'. The Councils schedule of site appraisals refers to the proposal as</p> <p>'medium' scale on the edge of the settlement, contrary to policies CS1, CS6 and CS20. <u>Sustainability issues</u></p> <p>The village has very limited facilities and therefore any significant increases in housing numbers will require a</p>

large increase in journeys being made to other large centres.

Technical Studies assessments:

Green belt review

The proposed allocation has not been included in any previous Green Belt Reviews including the Stage 2 Green Belt Review and landscape appraisal and would need to be fully scrutinised using this process in order to be properly assessed.

SHLAA

The proposed allocation has not been assessed in the SHLAA and would need to be fully scrutinised using this process to be properly assessed.

Archaeological issues

It is understood that a roman road is present along the perimeter of the site and historic brickworks are located on the site. Development of the site will cause harm to Heritage assets that should be protected.

Ecological issues

The site contains mature woodland both within and along the edges of the site boundary as well as a pond. Any housing development is highly likely to adversely impact on the local ecology.

-

Parish Council and affordable housing

Any development in Potten End will need to be of limited infilling and/or small scale with the support of the Parish Council.

The Parish Council has not consulted residents on the need for affordable housing in the village, nor has it made any assessments of the most sustainable location for affordable housing in the village.

Conclusion

The proposed site is contrary to the adopted core strategy and does not comply with policies CS1, CS6 and CS20.

The site is not in a sustainable location.

The site has not been properly assessed as part of the Green Belt Review or the SHLAA. The development will cause harm to heritage assets and the local ecology.

The Parish Council has not consulted with local residents and has not identified a local need for affordable housing.

The proposed site should therefore be rejected.

Include files

Number	Question 46
ID	LPIO11341
Full Name	Jonny and Jane Edser
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 to the release of the Dacorum Local Plan, my wife and I have the following comments to make. Whilst we accept that Dacorum (and indeed the whole of the UK) needs to plan for a growing population, our concerns with these plans are the following:</p> <ol style="list-style-type: none"> 1 Loss of Green Belt. These developments are in conflict with your core strategy to safeguard the countryside. 1 Lack of Infrastructure. Living on Hempstead Road, we are already subjected to high traffic levels, and the High Street is often gridlocked during peak times. All of the plots proposed would funnel more traffic onto these key roads resulting in further congestion, safety concerns and reduced air quality. 1 Community Services. Our children are lucky enough to go to Bovingdon Primary Academy which is an excellent school. The additional houses will put this under huge strain unless there are plans to invest heavily in either expanding the school or building a second primary school. Without this investment in local infrastructure, future generations of Bovingdon children are faced with not being able to go to their local school. <p>4. General Environmental impact. These developments would increase pollution and place pressure on the drainage/ sewerage system.</p>
Include files	
Number	Question 46
ID	LPIO11342
Full Name	Jonny and Jane Edser
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	

Your Opinion - Please state your opinion here	Yes
Your response - Please add your response here	A far more sensible solution would surely be to build on the obvious Brownfield Site that is Bovingdon Airfield? This could be built as a 'Garden Village' with direct access down onto the A41 and it would be self-sustainable with its own school, shops and doctors surgery, and more importantly it would keep congestion, pollution and pressure away from Bovingdon Village
Include files	
Number	Question 46
ID	LPIO11344
Full Name	Victoria Janaway
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 hoped I would never have to send this email.</p> <p>With a heavy heart, I write to you pleading to not destroy my village. Having grown up in Abbots Langley, I was lucky enough to be surrounded by fields, to enjoy the freedom as a child of playing with friends in the fields. But over time, Abbots Langley was built on and built on and built on. Now it is a suburb. Not of Watford. Of London. The community and character are now lost forever.</p> <p>When I became a mother, I wanted the same experience for my son, now aged 4. We moved to Kings Langley, near to Wayside Farm, to enjoy the fields and for him to have that same sense of freedom, we take walks through hill farm, and visit Wayside as often as we can to support Charlie and his business. Will James get to enjoy the fields I so hoped he would? I urge you, from the bottom of my heart to preserve Kings Langley, to save our village, not just for me and my son, but future generations, to enjoy the farm and fields and not be surrounded by more and more houses, but maintain the culture and community of a village of historical importance.</p> <p>Jobs - In the issues and options document it is indicated that the surrounding areas not including Kings Langley have been identified as providing sufficient sites to meet future housing needs. Other areas in Dacorum are better placed to address this than Kings Langley.</p> <p>Infrastructure - new roads would not assist with the level of traffic predicted to have an impact on the village, Kings Langley station is already very busy at peak times, and roads easily come to a standstill during rush hour already, even with new road provision, hotspots would</p>

be exacerbated. I travel from the station and my husband drives to work, we both need to cross the village to take out son to school. Simply, even with provisions, the road network will not cope.

Schools - Kings Langley is fortunate to have a local secondary and primary school. It was the main reason we moved into the area, so our son could have the best start in life with continuous friends and community support. The local schools barely cope with local kids as it is, with many bussed into and from other areas. I am in support of option 1A as this offers the best option for maintaining a manageable sized local comprehensive school. Our local primaries are over subscribed, with parents having to travel much further than should be expected, with more housing, this would only get worse.

Sustainability - I urge you to focus the development on more sustainable locations, not just putting this development around the villages. Larger areas will be better placed to accommodate this.

Character - Fundamentally, new homes will impact on the village character. The village will simply be no more, it will simply coalesce into Hemel Hempstead, we cannot let this happen.

I am particularly concerned about the impact of the proposed development to Wayside Farm for the following reasons:

Wayside Farm has historical significance - the top of the farm near to Rudolph Steiner School needs to be protected, as it was once the location of Queen Eleanor's 13th century Palace. Several Ancient monuments are located on Wayside Farm between the A4251 and the canal and these need to be protected also.

Under the National Planning Policy Framework 2012 (NPPF) rights of way need to be protected. As I mentioned above the rights of way at Wayside Farm are popular with walkers, rambles and dog walkers. These rights of way are not mentioned in the Dacorum Local Plan, which is misleading

Wayside Farm simply does not offer a suitable option for transportation or roads - during peak hours it would be extremely difficult and time-consuming if vehicle access from Wayside Farm is granted, due to the considerable traffic tailbacks on the A41 and A4251 which already exist at peak times. What's more, there is a lack of justification for building additional office space in Dacorum due to so many offices already being empty or not fully occupied as well as land designated for employment purposes on established commercial areas such as Maylands Avenue in Hemel Hempstead.

Quite simply, Wayside Farm should not be considered for office development. In fact, the large office building, Enterprise House, situated between Kings Langley station and M25, was recently converted to flats. This

	<p>clearly shows there is not adequate demand for offices in Kings Langley village to warrant further office development.</p> <p>I am writing to you, from the bottom of my heart, pleading for you to preserve my village, the village I love. We live in a democracy and local people should be listened to. Kings Langley should not cease to exist as a village and be coalesced into Hemel Hempstead. Wayside Farm should be protected. Anything less than that is destruction</p>
Include files	
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Full Name	Victoria Janaway
Company / Organisation	
Position	
Agent Name	
Company / Organisation	
Position	
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	should be protected. Anything less than that is destruction
Include files	
Number	Question 46
ID	LPIO11393
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>Sites proposed for Berkhamsted suffer from similar problems/constraints, but central to the problems is the fact that Berkhamsted doesn't have the infrastructure or the capacity to improve the infrastructure to accommodate excessive growth. Berkhamsted is a small linear Market Town and the majority of sites proposed are highly visible ridge top sites, which are an anathema to the concept of sustainable development.</p> <p>BRAG response to Question 46 (please note full document is attached to Q46)</p> <p>Question 46 <i>Do you have any feedback on any of the sites contained in the draft Schedule of Site Appraisals?</i></p> <p>This exercise is flawed. Whereas a particular site might be deemed to have an 'insignificant' negative impact, the sites when combined could have a significant negative impact on, for example, water, pollution etc. it is the cumulative impact of development past, present and that proposed in the immediate and neighbouring area on sustainability which should be assessed.</p> <p>NB this is particularly the case for Berkhamsted which has the most "negative but not significant" sites, many of which are in close proximity to one another and to ongoing and planned developments.</p> <p>BRAG believes that DBC are 'putting the cart before the horse' in offering specific Green Belt sites for consultation in the draft Schedule of Site Appraisals.</p>

In order for the Planning Inspector to find the current Core Strategy sound, it is true that DBC had to commit to an early “partial review” which needed to include an assessment of “the role and function of the Green Belt affecting Dacorum, including long term boundaries”, but the Inspector also made it clear that “more significantly” the review had to assess “the role that effective co-operation with local planning authorities could play in meeting any housing needs arising from Dacorum.”

In the end, DBC surprisingly decided to form a whole new plan rather than just completing the required partial review and, although ‘parking’ the issue of St Alban’s proposed expansion of East Hemel, pressed ahead with a Green Belt review (stages 1 & 2) that has proved to be a deeply flawed process (see

<http://www.nosouthberkhamstedconcept.com/wp-content/uploads/2016/05/BRAG-Analysis-of-Green-Belt-Review-for-the-DBC-SM-Facsimile.pdf> for a full analysis of stage 1). In short, both of the DBC commissioned papers provide text book examples of ‘Confirmation Bias’ from a pro-development starting point and academic arguments against the effectiveness of Green Belt in general.

BRAG believes that any Green Belt review should have been carried out ‘blind’ of any ownership issues. If some discreet areas of land were found to have failed to meet the Green Belt assessment, then a boundary change could be recommended, but only for the specific area that failed the test. There can be no justification for removing adjacent Green Belt land just because it comes under the same ownership and is being promoted for development. But this is exactly what the Green Belt review appears to set out to do.

The proposed excessive development of Berkhamsted is driven by the demand of developers to build where they can make most profits, but Government policy is clear that demand for housing cannot change Green Belt boundaries. BRAG contends that, in accepting the Green Belt review as written, DBC are complicit with developers in trying to force Green Belt boundary changes simply on the basis of demand.

A full impartial review would have identified defensible “long term boundaries” and that should have been put out for consultation **prior** to assessing specific sites and prior to this full New Local Plan Consultation. Given central Government’s continued commitment to protecting and strengthening the Green Belt, BRAG believes that this would have been a more logical process and is what the Core Strategy Planning Inspector intended.

However, notwithstanding these objections to the process BRAG does have feedback on the sites relating to Berkhamsted and Northchurch.

Suggestion throughout that provision of housing “could help the local economy and encourage provision of local services” and that development of sites “could help to maintain community vibrancy and vitality” totally ignores the topography of the town. More houses likely to mean quite the opposite with increased congestion, reduction in commercial viability of existing commercial and retail centre of the town, a diminished attraction to tourists

and a change from a successful vibrant market town to a soulless commuter enclave with little community cohesion.

Proposed Approaches are set out – and then ignored in the selection of sites for development There are several issues that have not been addressed before sites are identified –

- DBC list of suggested policies for the new Local Plan needs to be fleshed out before sites can be judged against them
- Highways – LTP needs to be published to analyse in detail any proposals
- Flooding – SFRA not completed

The Emerging Core Strategy states: Built Character

- The open valley sides would be particularly sensitive to the effects of new
- Summary of key principles include – suburban housing neighbourhoods on upper valley sites – detached housing on large plots at very low densities. New development should be low

Key views

- The UDA highlights that the valley form allows for a number of scenic views across the valley sides to and from the surrounding countryside. There are also several strong view corridors within Berkhamsted town centre, especially along the canal and at the opposite ends of the High Street. Development is generally visible off the crest of the valley side, except at Shootersway. The main routes into Berkhamsted and Northchurch provide attractive 'green', semi-rural and suburban

Berkhamsted Vision

Ø New development will be high quality, sustainable and locally distinctive that respects and protects the built and natural heritage of the town, the canalside environment, and the character of neighbourhoods.

Looking after the Environment

- The settlement is linear in form and follows the valley topography. New development should respect this broad structure. The open valley sides and ridge top locations are especially sensitive to new building and development in these locations will not be The Urban Design Assessment (UDA) stresses, the need to safeguard views across the valley (such as up the dry valley from Berkhamsted Castle), and in controlling building heights as you rise up the valley sides. The A41 Bypass will not represent the natural southern boundary to the town.
- The UDA sets out a range of principles that we will take forward that will help guide development in the town and protect its character (see Table 1). Appropriate forms and densities of housing development are sought, including housing types and building heights. Progressively lower density development is encouraged further away from the high-density town centre and conservation This

approach will reinforce the existing character and quality of areas. Particular emphasis is given to protecting the lower density on the outskirts of Berkhamsted as it represents a transition from town to the open countryside of the Green Belt.

Social and personal welfare

- Berkhamsted should accommodate moderate levels of growth given it is the second largest settlement in the borough, the need to maintain the vitality of the settlement, and to ensure sufficient affordable housing is its strong character, setting, and school capacity restrict the extent of growth. Most of the growth can be met within sites in the existing urban area.

Economic prosperity

- Berkhamsted town centre has a vibrant mix of shopping, services, food and drink outlets and leisure facilities, all set against a High Street of high quality historic This provides it with a strong character. The UDA supports protecting its historic character, encouraging a mix of uses, and promoting increased densities given its sustainable location. The Saturday street market adds to its attraction together with a well-developed evening economy that draws visitors from a wide area. A compact centre needs to be maintained with a lively range of uses, given the elongate nature of the settlement. This will help protect the key district shopping and service role of the centre.

Comments on individual sites

Be-h1 Land south of Berkhamsted

Core Strategy rejected this option for the following reasons

- Strong countryside/Green Belt
- Development would be highly visible from this prominent ridge top
- Erosion of buffer between bypass and existing built up
- Poor relationship to town centre services and facilities, employment land and
- Important transition area between the town and open countryside would be
- This could also set a precedent for further development of land southwards to the
- Not well related to existing
- Visual impact on important gateway to town from A416 and
- Proximity of A41
- Potential impact on the setting of Ashlyn's

This land has been promoted many times before and the largest parcel within Be-h1 has been robustly rejected by previous Planning Inspectors – “The present