

2: Annexes to the Cabinet report

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ANNEX A:

Policy Recommendations from the Panel examining the Single Issue Review of the East of England Plan – Planning for Gypsy and Traveller Accommodation in the East of England (December 2008)

APPENDIX A RECOMMENDED CHANGES TO POLICY H4 AND NEW POLICY H4A

POLICY H4 – PROVISION OF PITCHES FOR GYPSY AND TRAVELLER¹ CARAVANS

To contribute to housing provision in the East of England as a whole, local authorities will make provision through Local Development Documents for at least 1,237 net additional residential pitches for Gypsy and Traveller Caravans over the period 2006 to 2011. The regional provision will be distributed as follows:

Area/District	Authorised Pitches in 2006	Minimum Additional Pitches Required 2006-2011	Proposed Pitches at 2011
Bedford	20	25	45
Mid Bedfordshire	39	30	69
South Bedfordshire	79	50	129
Luton	20	15	35
Cambridge	0	15	15
East Cambridgeshire	59	35	94
Fenland	183	89	272
Huntingdonshire	20	25	45
South Cambridgeshire	203	69	272
Peterborough	95	30	125
Basildon	112	71	183
Braintree	25	21	46
Brentwood	10	15	25
Castle Point	0	15	15
Chelmsford	35	46	81
Colchester	5	20	25
Epping Forest	94	39	133
Harlow	34	15	49
Maldon	39	15	54
Rochford	3	15	18
Tendring	2	15	17
Uttlesford	37	25	62
Southend	0	15	15
Thurrock	80	44	124
Broxbourne	22	18	40
Dacorum	38	20	58
East Hertfordshire	7	20	27

¹ For the purposes of this policy "gypsies and travellers" means: persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.

Hertsmere	35	18	53
North Hertfordshire	6	15	21
St Albans	52	28	80
Stevenage	14	10	24
Three Rivers	11	15	26
Watford	10	10	20
Welwyn Hatfield	51	17	68
Breckland	32	15	47
Broadland	2	15	17
Great Yarmouth	4	15	19
King's Lynn & West Norfolk	93	53	146
North Norfolk	1	15	16
Norwich	18	15	33
South Norfolk	25	28	53
Babergh	0	15	15
Forest Heath	47	18	65
Ipswich	43	15	58
Mid Suffolk	69	42	111
St Edmundsbury	2	20	22
Suffolk Coastal	0	31	31
Waveney	20	15	35
East of England	1794	1237	3031

Local authorities should seek to achieve levels of provision required by 2011 as soon as possible through the development control process particularly when opportunities present themselves in respect of new major developments and through the preparation of Local Development Documents. The preparation of joint or co-ordinated Local Development Documents to identify suitable locations for pitches is encouraged. Where joint or co-ordinated documents are produced provision can be redistributed across the areas concerned.

Beyond 2011 provision will be made across the region for an annual 3% compound increase in the level of overall residential pitch provision, equivalent to 1042 additional pitches between 2011 and 2021. Where Local Development Documents look beyond 2011 provision will be made for the same proportion of the regional requirement as in Policy H4 for 2006-11. A coordinated review of Gypsy and Traveller Accommodation Assessments should be undertaken in 2011 to provide the evidence base for a subsequent review of this policy.

Local Development Documents should consider the need for rural exception sites and the alteration of Green Belt boundaries where necessary to make required levels of provision.

Local authorities will work together to establish a network of transit pitches across the region. Provision will be made through Local Development Documents for an additional 160 transit pitches, as distributed in the table below. The location and size of sites will be developed following local studies.

County/virtual county	Existing Provision (pitches)	Additional Pitches Required 2008-11	Further Locational Guidance
Bedfordshire & Luton	Nil	10	Central location capable of meeting a range of needs; could be two smaller sites.
Cambridgeshire & Peterborough	Nil	40	Cambridge area, Fenland, Huntingdonshire and Peterborough.
Essex, Southend-on-Sea, & Thurrock	Nil	30	Distributed network of 3-4 sites aligned with transport routes and urban centres.
Hertfordshire	15	20	Two sites, one in South and West Hertfordshire, complementing existing South Mimms site; the other in the area of the Northern and Eastern Partnership.
Norfolk	18	40	All Norfolk districts, including Norwich fringe (may not be in Norwich).
Suffolk	Nil	20	Two sites, in the south (Ipswich/Felbstowe) and north of the County.

NEW POLICY H4A – PROVISION FOR TRAVELLING SHOWPEOPLE²

Local authorities will work together to make provision through Development Plan Documents for an additional 184 plots for Travelling Showpeople accommodation over the period 2006 to 2011, as distributed in the table below. Where Local Development Documents look beyond 2011 they will make provision for an annual 1.5% compound increase in the level of Travelling Showpeople accommodation.

County/virtual county	Existing Provision (families)	Additional Plots Required 2006-11	Further Locational Guidance
Bedfordshire & Luton	27	13	Bedford and elsewhere
Cambridgeshire & Peterborough	54	18	East Cambs and elsewhere
Essex, Southend-on-Sea, & Thurrock	166	103	Immediate needs in Thurrock. Site needs also in Chelmsford, Basildon and elsewhere
Hertfordshire	60	20	Immediate needs in Broxbourne. Site needs also in East Herts
Norfolk	75	21	Norwich and elsewhere
Suffolk	20	9	Suffolk Coastal and elsewhere

Aspects to be covered in the supporting text:

- joint working in County groupings to identify land opportunities in association with local Travelling Showpeople communities and The Showmen's Guild of GB taking account of the locational guidance in the table;
- policy guidance on alteration of Green Belt boundaries and rural exception sites in draft Policy H4 also applies;
- the wider distribution philosophy in paragraph 5.16 applies to Essex;
- guidance on location and design of pitches in paragraph 5.17 also applies but with reference to Circular 04/2007;
- delivery and monitoring guidance in paragraphs 5.18-5.19 applies.

² For the purposes of this policy "Travelling Showpeople" means: members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes G&Ts as defined in ODPM Circular 1/2006

ANNEX B:

Results from the Site Allocations Issues and Options Consultation (November 2006)

APPENDIX 1:

Results of Public consultation (2006)

Gypsy and Traveller Sites

QUESTION 14

Do you agree that new provision for gypsy and traveller sites should be located:

Total responses received: 177

(a) With good access to local services and facilities

Yes - 91 No - 40

(b) In order to avoid local concentrations

Yes - 117 No - 32

(c) On previously developed land in preference to greenfield sites

Yes - 128 No – 30

Response	Actions
<p>The majority of respondents agreed that new provision for gypsy and traveller accommodation should be located with good access to services and facilities, should avoid local concentrations and be on previously developed land in preference to greenfield sites.</p> <p>Those respondents who answered 'No' to any parts of the question were asked to explain their reasons. Specific points raised included:</p> <p>(a) With good access to local services and facilities</p> <ul style="list-style-type: none"> • Gypsies and Travellers have the means to travel to facilities if required • Local services and facilities will not be able to cope. • Integration rather than segregated camps within communities. • Access to facilities should be given no higher priority than any other development. • Bovingdon airfield suggested as a potential site. <p>(b) In order to avoid local concentrations</p> <ul style="list-style-type: none"> • Avoid a proliferation of small sites. 	<p>Take account of criteria (a) to (c) when assessing feedback on Supplementary Issues and Options Consultation (November 2008).</p> <p>Consider Bovingdon Airfield as a potential site location through Supplementary Issues and Options consultation.</p>

<p>(b) On previously developed land in preference to greenfield sites</p> <ul style="list-style-type: none"> • Locating sites on brownfield land should be the aim, but there are many factors / other needs that also need to be accommodated, so having a fixed rule may not always result in the best overall solution. • Urban capacity sites are often smaller and therefore less likely to meet the 1ha size requirement. • Land use must bring the best use of the land for the Borough. • Land should be used for housing or employment. • A lot of brownfield land is ex-commercial and therefore not suitable for residential. • Gypsy sites often work best in rural locations. • All development must stay away from greenfield sites. <p>General comments:</p> <p>Many respondents stated that they did not wish to see any increase in the provision of sites for gypsies and travellers and that existing sites should be extended and/or improved. As required by Government, the Council has carried out an assessment of the accommodation needs for gypsies and travellers. As an unmet need was highlighted through this work, the Council is required to ensure sufficient sites are identified through the plan-making process. The Three Cherry Trees Lane site, in Hemel Hempstead is already significantly larger than the normal maximum size of 15 pitches recommended by consultants (CMRS) in their needs assessment. [Subsequent to the consultation Government concurred with this view. Further consultations has shown that smaller sites are preferred by the Gypsy and Traveller community; result in fewer management issues; are easier to integrate into their surroundings and have less impact on local infrastructure.</p>	
<p>General concerns were raised regarding pressure on local health facilities and infrastructure and the need to take account of the impact of any development on the Chilterns</p>	

AONB. These issues will be considered in more detail as the Site Allocations DPD is progressed. However, due to the relatively small number of additional pitches, it is unlikely to place significant strain on local infrastructure.

Note:

Comments that are not permissible under the Race Relations Act 1976, as amended by the Race Relations (Amendment) Act 2000, or that do not constitute a material planning consideration have not been reported.

QUESTION 15

Do you consider locating Gypsy and Traveller sites near any of the following settlements would be unsuitable?

Total responses received: 112

- (a) **Hemel Hempstead**
25 responses
- (b) **Berkhamsted**
23 responses
- (c) **Tring**
16 responses
- (d) **Bovingdon**
18 responses
- (e) **Kings Langley**
26 responses
- (f) **Markyate**
20 responses

In addition, 47 respondents considered that all of the above settlements were unsuitable.

Response	Actions
<p>There was no overall consensus regarding the unsuitability of particular towns and/or large villages to accommodate Gypsy and Traveller provision. However, a significant proportion of respondents felt all to be unsuitable.</p> <p>The following reasons were given for particular settlements being unsuitable:</p> <p>(a) Hemel Hempstead</p> <ul style="list-style-type: none"> • Infrastructure, services and resources already stretched. • Provision unsuitable unless it replaces an 	<p>Consider appropriate locations and spread of sites through Supplementary Issues and Options consultation.</p>

existing site.

- Already has provision.
- Unsuitable due to planned expansion.

(b) Berkhamsted

- Pressure on facilities.

(c) Tring

- Too small to accommodate sites.

(d) Bovingdon

- Pressure on facilities.

(e) Kings Langley

- Strain on local services.
- Overcrowded.

(f) Markyate

- Already a site in close proximity to the village.

A number of general issues were also raised. These are summarised as follows:

- Locations should be away from rural areas.
- Existing provision is adequate.
- Encourage integration rather than segregation.
- Green Belt and Rural Area should not be developed.
- Sites should be located away from existing housing.
- Small permanent sites suitable in town edge / rural locations, with appropriate landscaping.
- Sites should be spread through the district rather than concentrated in one particular settlement.
- None unsuitable provided the sites are small.
- Consider vacant sites in the Maylands area.

The issue of the need for additional provision is considered in the response to Question 14.

Designated Employment Areas were excluded from the area of search in the Scott Wilson Report. There is a need to safeguard employment land to ensure a balance is maintained between jobs and housing. In addition, employment locations are not considered to provide an appropriate

environment for residential uses.	
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QUESTION 16

If Hemel Hempstead is proposed for an area of growth in the East of England Plan, should we consider options for Gypsy and Traveller sites in the new development area(s)

Total responses received: 161

Yes - 35 responses

No - 126 responses

Response	Actions
<p>The results show a clear majority in favour of no additional Gypsy and Traveller site provision as part of any growth at Hemel Hempstead.</p> <p>It should however be noted that the results have not been analysed in terms of the respondents' location. If a high proportion of respondents were from the Hemel Hempstead area, this could have an impact upon the nature of the responses received.</p> <p>The reasons for giving a 'no' response included:-</p> <ul style="list-style-type: none"> • Already provision at Hemel Hempstead. • Try to fight the decision for growth. If provision has to be made it should be small. <p>The reasons for giving a 'yes' response included:-</p> <ul style="list-style-type: none"> • Yes, if it is in conjunction with other local authorities with whom the study was undertaken • Subject to being well integrated. 	<p>Consider locational choices further through Supplementary Issues and Options consultation.</p> <p>Liaise with adjoining authorities to consider the issue of a potential over-concentration of sites at Hemel Hempstead.</p>

QUESTION 17

Are there particular sites or locations you consider suitable for Gypsy and Traveller sites?

Total responses received: 137

Yes - 23 responses
No - 108 responses
Neither Yes or No - 6 responses

Response

Actions

Respondents that answered yes to this question generally felt that additional provision should be through extending existing sites; of particular note was expanding the site at Cherry Trees Lane. Where new sites are to be provided respondents felt that new sites should be self contained sites within industrial areas, notably Maylands. There was also interest in providing new sites in the more rural parts of the borough (Wilstone/Tring) where occupants could utilise land for grazing of horses.

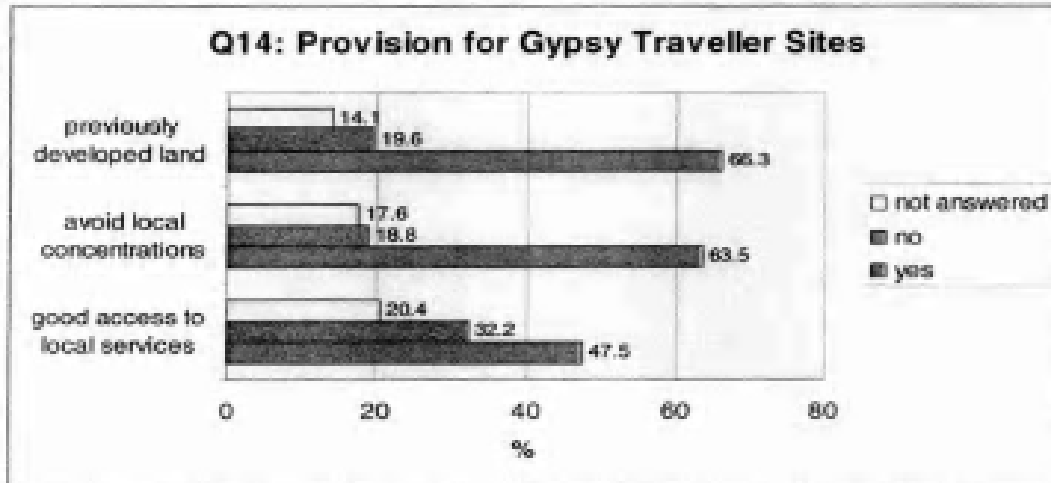
Consider comments further through Supplementary Issues and Options Paper.

APPENDIX 2:

Extract from the Citizen's Panel Survey (NWA Social & Market Research, Spring 2007)

2.5 Gypsy and Traveller Sites

Over 60% of respondents agreed that new provision of gypsy and traveller sites should be located in order to avoid local concentrations, (63.5%); and on previously developed land in preference to greenfield sites, (66.3%). However only 47.5% of respondents agreed that such sites should be located with good access to local services.



Reasons given for this disagreement are shown on the following pages. However, many of the reasons related to not wanting to provide sites at all for gypsies and travellers or to there already being sufficient sites available in the view of the respondents.

When asked which of the listed settlements would be unsuitable for locating gypsy and traveller sites 42.7% of respondents did not indicate one.

		Area								Total	
		Tring		Berkhamsted		Rural		Hemel Hempstead		Cases	Col Response %
		Cases	Col Response %	Cases	Col Response %	Cases	Col Response %	Cases	Col Response %		
Q15: Following sites unsuitable?	Hemel Hempstead	8	21.8%	10	25.0%	18	34.6%	57	45.2%	93	36.5%
	Berkhamsted	16	43.2%	22	55.0%	23	44.2%	39	31.0%	100	38.2%
	Tring	26	70.3%	17	42.5%	20	38.5%	35	27.8%	98	38.4%
	Bovingdon	10	27.0%	14	35.0%	24	46.2%	35	27.8%	83	32.5%
	Kings Langley	11	29.7%	14	35.0%	23	44.2%	38	30.2%	86	33.7%
	Markyate	9	24.3%	14	35.0%	21	40.4%	36	28.6%	80	31.4%
	(none given)	11	29.7%	17	42.5%	18	34.6%	63	50.0%	109	42.7%

However, it was noticeable that for each location respondents who live in that location were more likely to say it was unsuitable. .e.g. 70.3% of respondents who live in Tring consider Tring to be unsuitable compared to 38.4% of the

overall sample. The reasons given for believing the sites to be unsuitable are broadly similar to the responses to previous questions relating to these sites.

When asked if Hemel Hempstead is proposed for an area of growth in the East of England Plan, should the Council consider options for gypsy and traveller sites in the new development area(s); 58.4% of respondents felt that they should NOT do this. 30.2% said that they should and 11.4% did not express an opinion.

16.1% of respondents said that there were particular sites or locations they considered to be suitable for gypsy and traveller sites. However, twelve respondents did not actually state an area of Dacorum when describing the sites. Six respondents mentioned Bovingdon airfield and three mentioned the Buncefield site.

- o **Question 17: Particular sites for gypsy traveller sites**
- o *Adjacent to motorway service stations*
- o *Away from normal housing e.g. countryside outside a village*
- o *Between Hemel and estate, and Rebborn Village*
- o *Buncefield if decommissioned/developed*
- o *Bovingdon airfield and prison Hemel Hempstead industrial sites (in close proximity to M1)*
- o *Bovingdon airfield x 5*
- o *Bovingdon market area maybe*
- o *Cherry tree lane expand existing site*
- o *Green Sites*
- o *Hemel Hempstead*
- o *Hokmere end, Cupid Green Lane, Anywhere in Hemel*
- o *Hospital site?*
- o *If they have provision use the waste site at Buncefield*
- o *In between towns and villages, so any anti social behaviour does not directly affect communities*
- o *Increase that which exists, with de-built of industrial estate in progress now is ideal causing less disruption*
- o *Industrial area M1 side of Hemel, toward Luton*
- o *Land near M1 as if they are only travelling through the area then it's easily accessible for them and it would be a land where other people wouldn't want to permanently live due to noise levels.*
- o *Near motorways, easy access for travellers*
- o *Old gas works Apsley/Boxmoor no neighbours*
- o *On the outskirts of commercial areas*
- o *Other side of Buncefield*
- o *Smaller units and for settled communities*
- o *The Cow Roast*

APPENDIX 3:

**Extract from Focus Group Reports – Section 7.0
Gypsy Traveller Community (NWA Social & Market
Research, March 2007)**

NWA Urban Development Report

7.0 Gypsy Traveller Community

- 7.1 Participants were informed that Dacorum Borough Council has a duty to make accommodation provision for the gypsy/traveller community, that a recent study showed the need for 200 pitches across Hertfordshire by 2021 and that some of these pitches would need to be in Dacorum. The groups were asked whether they thought it would be preferable that all pitches should be in one location or whether they should be spread across smaller sites across the Borough.
- 7.2 Participants had mixed views on this with some participants expressing concern about these sites because of personal experience which they related in the groups, and others expressing concern that travellers were being discriminated against because of prejudice.
- 7.3 The behaviour of some travellers that had been experienced by some group members had an effect upon the discussions with the placing of any pitches being seen by some group members as 'negative'. Others in the groups were of the opinion that they, as part of the settled community, should not be expressing an opinion as this was something that should be asked of the travelling community. It was further suggested in one group that if the travellers are allowed to buy the land then they are more likely to use it with respect and care.

'It's very hard not to tarnish them all when you have had several who come and trash your place and threaten to kill you and things like that, and they have beaten up friends and hounded friends and burned their cars. It is frightening. I wouldn't want my children around that area' (younger people, p17)

'Obviously this is more a question of the Council actually talking to them about what they want rather than asking everyone else as well, because we can't really make a decision for them about where they want to live' (younger people, p18)

- 7.4 Smaller sites: On the question of whether it is preferable to have one or several sites, participants suggested that several small sites would assist in

integrating travellers with the community and for services such as schools not being stretched when the pitches are in use.

*'Split them up into smaller groups, like you say, perhaps there is a chance they might integrate with the local community and get on with them better'
(younger people, p20)*

'It is a huge issue because wherever they move into, automatically you take so many of their children in the schools and if your child is on the waiting list for that school and suddenly their site is moved there and they all get the places, you are going to be up in arms.' (middle group, p20)

- 7.5 Larger site: For some of those participants who felt that the traveller community can cause problems, a larger site was preferred as the community is more 'controllable' than if the community is spread across many sites.

'I think if you have just got the one area, and obviously people have had experienced problems with them, then they are more controllable' (younger people, p18)

- 7.6 Other arguments in favour of a larger site were that facilities could be provided that potentially were not possible to provide on smaller sites because of the resource implications and would take up more room.

'It probably would be better in a large site – one site offering facilities for them, rather than having separate sites which has got duplicate site offices and facilities which would actually take up more room' (middle group, p19)

'The services and facilities will cost X so it would lead me to think that it is better to have one properly designed, properly serviced site than to have a lot of small ones which would be more expensive to service' (older group, p14)

- 7.7 Location: There was no location agreed by all members of the groups and as noted above in one group allowing the community to purchase their own land and set up their own sites was the preferred solution of at least one participant.

- 7.8 Whilst a number of participants preferred isolated sites, and Three Cherry Trees Lane and 'next door to the prison at Bovingdon' were suggested, these were not supported by other group members on the grounds that they were too isolated and that this would have a detrimental affect upon the women and children on the sites. This argument related to the community requiring not just water, power and sanitation, but access to health care, services such as Surestart and education.
- 7.9 Another site suggested was the possibility of developing the hospital site as a central and open space although others strongly contested this as it was thought necessary to maintain that land for future use for health services.

ANNEX C:
**Letter to Gypsy and Traveller Representative
Organisations**
(May 2008)

Date: 22 May 2008
Your Ref.
Our Ref: 7.16/FW
Contact: Mr F Whittaker
E-mail: francis.whittaker@dacorum.gov.uk
Directline: 01442 228383
Fax: 01442 228771



Civic Centre
Hemel Hempstead
HP1 1HH
(01442) 228000 Switchboard
(01442) 228656 Minicom
DX 8804 Hemel Hempstead

Dear,

GYPSIES AND TRAVELLERS SITES

We are preparing for public consultation in November/December 2008 on possible Gypsy and Traveller sites as part of the Site Allocations Development Plan Document (Issues and Options).

We are already aware of a number of possible locations within and adjoining the Borough for sites that we will be seeking comments on. A consultant's study (Scott Wilson report - September 2006) has identified a variety of potential sites on behalf of authorities in the south and west of Hertfordshire, including Dacorum. Furthermore, a small number of additional sites were suggested by members of the public as a consequence of the first round of consultation on the Site Allocations DPD.

We need to ensure we have as full a list of possible sites before we undertake formal public consultation towards the end of the year, and in preparation for related work on settlement strategies in September/October 2008. We are therefore asking you whether you want to put forward any additional land in the Dacorum area for us to consider as part of this process. We would also be interested to know of any other organisation or individual that you might be aware of that may wish to promote a site. I would be grateful if you could pass this letter on to them.

It is vitally important that the Council understands and can consider options now, as sites that are submitted late in the DPD process may be difficult to support.

We will be formally notifying you again later in the year as part of the above consultation exercise.

I look forward to hearing from you should you have any information on potential new sites, and please do not hesitate to contact me if you have any queries.

Yours sincerely,

Francis Whittaker
Senior Planning Officer – Development Plans
Planning & Regeneration

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Annexes A – G
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Letter sent to:

Title	First Name	Last Name	Job Title	Company
Mr	Steve	Staines		Friends, Families and Travellers' Support Group
Mr	Hughie	Smith	President	The National Gypsy Council
Mr	Cliff	Codona	(& Janie Codona)	National Travellers Action Group
Mr	Norbert	McCabe	HCC Gypsy Liaison Officer	Gypsy Services
Ms	Emma	Nuttall	Project Manager	Friends, Families and Travellers
Ms	Sheila	Clarke	Gypsies and Travellers Co-Ordinator	Government Office for the East of England Irish Travellers Movement in Britain

Date: 16 June 2008
Your Ref.
Our Ref: 7.16/FW
Contact: Mr F Whittaker
E-mail: francis.whittaker@dacorum.gov.uk
Directline: 01442 228383
Fax: 01442 228771



Mr H Smith
Gypsy Council
Romani Kris
Springs Lane Caravan Park
Bickerton
Nr. Wetherby
North Yorkshire LS22 5ND

Civic Centre
Hemel Hempstead
HP1 1HH
(01442) 228000 Switchboard
(01442) 228656 Minicom
DX 8804 Hemel Hempstead

Dear Hughie Smith,

GYPSIES AND TRAVELLERS SITES

Thank you for your letter dated 10 June 2008, concerning consultation on the above.

As requested, I enclose details of the Scott Wilson study (September 2006) and maps. For convenience I have copied relevant extracts from the report, but I have also included a full copy on a CD. This should help you to respond to our earlier request for potential alternative sites so that we are able to go out to consultation at the end of the year with as full a list of locations as possible.

There are three additional sites that have been flagged up by members of the public, although these do not have any direct relationship to the study. I have marked their location by hand. They are (with my referencing):

- D25 Land adj. Dunsley Farm, London Road, Tring (The reference to this site is unclear and may overlap with D7).
- D26 Land adj Longbridge Close, Tring.
- D27 Land adj Bourne End Service Area, Bourne End.

I am pleased that you are able to offer assistance to investigate possible alternatives in the Borough, and do not hesitate to contact me if you have any queries.

Yours sincerely,

Francis Whittaker
Senior Planning Officer – Development Plans
Planning & Regeneration

Enc.

ANNEX D:

Supplementary Site Allocations Issues and Options Consultation - Results

APPENDIX 1: Public Questionnaire

Chapter 1: HOUSING

Selecting Housing Sites for the Site Schedules

Q 1 Are there any new sites put forward for consideration in the Supplementary Schedule of Site Appraisals (see Appendices A and B) that you particularly support?

Yes

No

(If yes please list)

Ref. No. (from Appendices A and B)	Reason

Q 2 Do you think there should be any sites excluded from further consideration at this stage?

(If yes, please list with your reasons.)

Ref. No. (from Appendices A and B)	Reason

Other New Sites

Q 3 Are there any other sites the Council should consider?

Yes

(Please provide a minimum of a site plan and a description for each proposal)

.....
.....
.....
.....

Chapter 2: GYPSIES AND TRAVELLERS SITES

Gypsies and Travellers Sites

Q 4 Do you think the Council should base its decision on which locations/sites to examine more closely on the following principles?

A. Because they are smaller settlements than Hemel Hempstead:

Berkhamsted should not have more than one site.
Agree Disagree

Bovingdon should not have more than one site.
Agree Disagree

Markyate should not have more than one site.
Agree Disagree

Tring should not have more than one site.
Agree Disagree

Please give your reasons if you disagreed with any of the above statements.

.....
.....
.....
.....

B. Because they are lowest ranked all sites with a scoring of “3” should be eliminated from further consideration?

Yes

Please give your reasons if you answered “No”.

.....

.....

.....

.....

Q 5 The Council has listed all locations/sites in Dacorum that are considered to be possible in Appendix C. Are there any other particular sites or locations in Dacorum you consider to be suitable for Gypsy and Traveller sites?

Yes

(If yes, please state the site(s) with your reasons.

.....

.....

.....

.....

Q 6 The Council must find locations for new sites in Dacorum. Please list the five more preferable sites in your opinion.

Ref. No. (from Appendix C)	Name/Address

Chapter 3: OTHER ISSUES

New Open Land designations

Q 7 Which of the following proposed new open land designations do you support?

Please tick all those you support.

Site Code	Site Address	
Hemel Hempstead:		
H/o1	Hunting Gate Wood	
H/o2	Woodland between Hawthorn Lane and Martindale Road	
H/o3	Warners End Wood	
H/o4	Trouvere Park	
H/o5	Brickmakers Lane Allotments	
H/o6	Dell at The Crofts	
H/o7	Longdeans School and Woodfield School	
H/o8	Hobletts Manor School	
H/o9	Martindale School	
H/o10	Woodland belt Maylands Avenue	
H/o11	Woodland belt off Tewin Road	
H/o12	Berkeley Square/Cuffley Court, Bayford Close	
H/o13	Datchet Close	
H/o14	Adjoining Howe Grove	
Berkhamsted and Northchurch:		
Be/o1	St Mark's Church grounds	
Be/o2	Bridle Way	
Be/o3	Victoria Junior School	
Be/o4	St Peter's Church grounds	
Be/o5	Edgeworth House, High Street	
Be/o6	Swing Gate Junior School	
Tring:		
T/o1	Frances de la Salle School	
Bovingdon:		
Bov/o1	Old Dean	
Bov/o2	Lancaster Drive	

Other New Open Land Designations

Q 8 Are there any additional areas of land (within our urban areas) that you would like us to consider designating as Open Land?

No

Yes

(If yes, please provide details.)

.....
.....
.....
.....

Other Issues

Q 9 Are there any additional comments you would like to make on any other site(s) in the Schedule of Site Appraisals?

No

Yes

(If yes, please provide details.)

.....
.....
.....
.....

APPENDIX 2:

Results of Public Consultation (2008)

Borough Overview

The analysis for the Borough has been subdivided into the six settlements plus remainder (which includes most of the small villages and any unassigned comments):

1. Berkhamsted
2. Bovingdon
3. Hemel Hempstead (which is itself subdivided)
4. Kings Langley
5. Markyate
6. Tring
7. Elsewhere

The information below gives an overview of some of the statistics. For all detail refer to the particular area or sub area.

1. Response Rate

Sub area	<i>All responses assessed</i>				
	Number			Petitions	
	Residents	Organisations	Total	Number	Total signatures
Berkhamsted	333	7	340		-
Bovingdon	303	5	308	2	148
Hemel Hempstead	1,015	10	1,025	5	530
Kings Langley	12	-	12		-
Markyate	5	2	7		-
Tring	121	8	129		-
Elsewhere	13	10	23		-
Total	1,802	42	1,844	7	678

5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G&T Site	Agree	Disagree
Berkhamsted	182	101
<i>Bovingdon</i>	167	134
<i>Markyate</i>	157	100
<i>Tring</i>	168	117
Total	674	452
6. Elimination of Options (Q4b)		
Should sites scoring '3' be eliminated?	Yes	No
	241	190
7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	151	144
Sites suggested		
Locations	Number of Responses	
(i) Extend existing sites	70	
Long Marston	3	
Three Cherry Trees Lane	61	
Unspecified	6	

(ii) New site options	191
<i>Berkhamsted Options:</i>	5
Billet Lane employment area	1
Bulbeggars Lane (unspecified)	1
Land adj. cemetery, Kingshill Way	1
New Lodge	1
Northbridge Road employment area	1
<i>Bourne End</i>	1
<i>Bovingdon options:</i>	1
Middle Lane (former airfield site)	1
<i>Cow Roast</i>	2
<i>Gaddesden</i>	1
<i>Hemel Hempstead options:</i>	151
A41 outside the town (unspecified)	1
Boxmoor (unspecified)	1
Dispersed around the town	1
Felden	1
Gas Works, Two Waters	1
Marchmont Farm	1
Maylands business area	136
Nash Mills	7
Northridge Way	1
Waterhouse Square	1
<i>Kings Langley</i>	1
<i>Markyate options:</i>	3
General	1
By A5/near junction 9 (M1)	2
<i>Tring Options:</i>	26
General	1
Beggars Lane (unspecified)	1
Duckmore Lane (unspecified)	1
Icknield Way south	1
London Road	1
New Mill – household waste site	19
New Mill – (unspecified)	1
Station Road (unspecified)	1

(iii) Location Criteria		11	
As part of new housing development		3	
Based on advice in Circular 01/2006		1	
Close to principal roads		1	
On industrial land		4	
Settlements which have no site		2	
(iv) Outside the borough		84	
East of Hemel Hempstead		34	
M1 site works compound		35	
Tullochside, Redbourn Road		4	
Other		11	
8. Preferred Sites (Q6)			
Place	Site reference	Rank	Number of Responses
Hemel Hempstead	D1 Featherbed Lane	1	111
	D2 Felden (Featherbed Lane)	3	13
Berkhamsted	D3 Berkhamsted (Swing Gate Lane)	1	75
	D4 Ashlyns Hall (Swing Gate Lane)	3	3
	D5 Sandpit Green (Swing Gate Lane)	2	18
	D6 Dudswell Lane	3	7
Tring	D7 Upper Dunsley (London Road)	3	8
	D8 Marshcroft Lane (SE Side)	3	5
	D9 Marshcroft Lane (NW side)	3	5
	D10 Little Tring Road	2	14
	D11 Icknield Way (South side)	1	130
	D12 Icknield Way (North side)	3	23
Markyate	D13 Windmill (Windmill Lane)	3	16
	D14 The Ridings	3	16
Hemel Hempstead	D15 Highwood (Holtsmere End Lane)	1	127

Bovingdon	D16 Longcroft (Longcroft Flaunden Lane)	3	2
	D17 Bovingdon (Green Lane)	2	9
	D18 Bovingdon (Airfield)	1	380
Hemel Hempstead	D19 Cupid Green Lane	2	85
	D20 Grovehill	3	32
	D21 Polehanger Lane	3	6
	D22 Fields End Lane	3	8
	D23 Long Chaulden	2	21
	D24 Leverstock Green (Bedmond Road)	3	24
Tring	D25 Land adjacent Longbridge Close	3	11
Bourne End	D26 Land adj. Bourne End Industrial Estate	-	38

The rank is taken from the Scott-Wilson Report and is as used in the Issues and Options Paper (November 2008)

9. Total No. of Inappropriate Comments

Part of response taken into account only: **159**

Whole response not taken into account: **49**

Berkhamsted		
1. Response Rate		
Total No. of Responses assessed:	271 (D3,D4,D5) + 69 (D6)	340
Responses from Residents	266 + 67	333
Responses from Organisations	5 + 2	7
Total No. of Petitions:	0	
2. Options under Consideration		
D3 – Berkhamsted (Swing Gate Lane)		
D4 – Ashlyns Hall (Swing Gate Lane)		
D5 – Sandpit Green (Swing Gate Lane)		
D6 – Dudswell Lane		
3. Response Details		
Clear opposition(s):	254 + 69	323
The remainder (17) were respondents from Berkhamsted who completed the questionnaire, but did not express opposition to any Berkhamsted sites.		
Overview of residents' views:	There is clear opposition to all four sites mainly on Green Belt grounds and their recreation and wildlife value. Access difficulties were also cited. Bovingdon Airfield was overwhelmingly preferred as an alternative.	
Overview of organisations' views:	D3, D4, D5 Swing Gate and Thomas Coram Schools, and Berkhamsted Town Council oppose all three sites. Swing Gate School was refused permission to relocate to that area. None suggested alternative locations. The Chiltern Society respondent simply completed the questionnaire and was opposed to housing, but did not refer directly to the Gypsy and Traveller	

	<p>sites.</p> <p>D6 Northchurch Sports Association would not allow shared access. British Waterways are concerned about the impact on the Grand Union Canal.</p>
<p>Breakdown of responses: (Objections to site options)</p>	<ul style="list-style-type: none"> • D3, D4 and D5 – 254 objections • D6 – 69 objections
<p>Environmental Issues</p>	<p>Common issues</p> <ul style="list-style-type: none"> • Loss of Green Belt • Area of Archaeological Interest • Effect on the AONB • Effect on views from AONB on other side of valley • Brownfield Sites should used first • Loss of visual amenity • Detracting from the existing character of the countryside • Effect on wildlife including protected species • Flooding issues • Potential loss of hedgerows <p>D3, D4, D5</p> <ul style="list-style-type: none"> • Loss of good quality agricultural land (part of Harefoot Farm) some of which is in the Environmental Stewardship scheme • On skyline, so wider visual impact • Exposed location • Noise and air pollution from A41 • Difficulty in creating a buffer for D3 • Some of the land is replacement common land following construction of bypass • Impact on Bourne Gutter • Proximity to listed buildings • Loss of soft edge to Berkhamsted <p>D6</p> <ul style="list-style-type: none"> • Site borders Dudswell Conservation Area • Recommendation for meadow to be turned into Local Nature Reserve (para. 7.3 of Urban Nature Conservation Study)

	<ul style="list-style-type: none"> • Risk of contamination of River Bulbourne with knock on effects downstream • Loss of gap separating Northchurch from Dudswell • Floodplain
Social Issues	<p>Common issues</p> <ul style="list-style-type: none"> • Insufficient infrastructure such as doctors, dentists and school places • Hospital closure • Impacts on leisure – for walkers, runners and cyclists • Loss of fields which are used for informal leisure purposes • Poor location in terms of access to shops • Lack of local employment opportunities <p>D3</p> <ul style="list-style-type: none"> • D3 is too close to existing housing <p>D6</p> <ul style="list-style-type: none"> • Danger of swamping the small community/ hamlet of Dudswell • Too far from services and schools – schools already at capacity • Insufficient infrastructure such as doctors, dentists and school places • Owned by Taylor Woodrow who have written to DBC stating they oppose the proposal • Taylor Woodrow allow locals to walk round the field • Impact on nursery in sports ground pavilion – could affect viability of club
Traffic Issues	<p>Common Issues</p> <ul style="list-style-type: none"> • Pedestrian safety along country lanes • Single track lanes, therefore accessibility issues for large vehicles • Increased traffic <p>D3, D4, D5</p> <ul style="list-style-type: none"> • Single track road and dead end, therefore accessibility issues for large vehicles • Mini roundabout at junction with High Street will be difficult to negotiate • Very busy at school drop off/pick up times • Poor visibility due to road configuration and

	<p>parked cars</p> <ul style="list-style-type: none"> • Difficult access for emergency services • Lack of pavements • Steep hill will discourage walking • Extra traffic will discourage parents from letting their children walk or cycle to school, contrary to government programmes • Effect on public rights of way <p>D6</p> <ul style="list-style-type: none"> • Difficult access to Dudswell Lane from north • New access would involve removal of ancient hedgerow • Northchurch Sports Association would not allow sharing of their access to sportsground 	
Infrastructure Issues	<p>D3, D4, D5</p> <ul style="list-style-type: none"> • Frequent electricity outages • Poor water pressure • Sewerage system at capacity <p>D5</p> <ul style="list-style-type: none"> • No gas supply across A41 	
4. Petition Details		
Clear opposition(s):	None	
Breakdown of Responses:		
5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G & T site	Agree	Disagree
<i>Berkhamsted</i>	52	9
<i>Bovingdon</i>	37	14
<i>Markyate</i>	38	10
<i>Tring</i>	39	10

Summary of reasons for disagreeing:	<ul style="list-style-type: none"> • Over 50 respondents objected to the question on grounds that it implied all these settlements should have one site. • 5 respondents commented that Bovingdon Airfield could accommodate more than one site. • Green Belt • Council should focus on providing one site to reduce infrastructure costs. • Should not base decisions on size, but suitability. 	
6. Elimination of Sites Q4(b)		
Should sites scoring '3' be eliminated	Yes	No
	38	62
Summary of Reasons if No	<ul style="list-style-type: none"> • The main reason was that the scoring system was regarded as fundamentally flawed as the consultants lacked local knowledge. 	
7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	30	29
Sites suggested in Berkhamsted:	<ul style="list-style-type: none"> • New Lodge - 1 • Billet Lane - 1 • Northbridge Road - 1 • Woodland adjoining Kingshill Cemetery - 1 	
Sites suggested elsewhere in Borough:	<ul style="list-style-type: none"> • Maylands Avenue - 3 • Breakspear Way - 2 • Boundary Way - 4 • Buncefield - 27 • M1 widening compound – 8 • Sappi - 3 • Expand Three Cherry Trees Lane site - 9 • Bulbeggars Lane - 2 • Tring Household Waste Site - 2 • Cow Roast - 1 • London Road Tring - 1 	

Sites suggested outside Borough:	<ul style="list-style-type: none"> Expand Tullochside (St Albans) - 2
8. Preferred Sites (Q6)	
Sites in Berkhamsted:	<ul style="list-style-type: none"> D3, D4, D5 – 1 (Dudswell Residents' Association) D5 as it is spoil from the bypass and has existing gates – 1 D6 – 5 (Swing Gate residents)
Sites in rest of Borough:	<p>Hemel Hempstead:</p> <p>D1 – 25</p> <p>D15 – 29</p> <p>D19 – 17</p> <p>D20 – 5</p> <p>D21 – 2</p> <p>D23 – 4</p> <p>D24 – 4</p> <p>D25 – 4</p> <p>Bourne End:</p> <p>D26 - 11</p> <p>Tring:</p> <p>D9 – 2</p> <p>D10 – 1</p> <p>D11 – 17</p> <p>D12 – 1</p> <p>Bovingdon:</p> <p>D17 – 1</p> <p>D18 – 99</p> <p>Markyate:</p> <p>D13 – 1</p>
9. Total No. of Inappropriate Comments	
Part of response taken into account only:	5
Whole response not taken into account:	0

Bovingdon	
1. Response Rate	
Total No. of Responses:	308
Responses from Residents	303
Responses from Organisations	5
Total No. of Petitions:	2 (total signatures: 148)
2. Options under Consideration	
D16 – Longcroft (Longcroft Flaunden Lane)	
D17 – Bovingdon (Green Lane)	
D18 – Bovingdon (Airfield)	
3. Response Details	
Clear opposition(s):	A high proportion of respondents objected to having a site close to the Prison as they felt it raised security issues.
Overview of residents' views:	A very high proportion of respondents made two general comments: that the village is absolutely full to capacity; and that the village has a number of undesirable uses (the prison, market, airfield and banger car racing) and does not 'deserve' another.

<p>Overview of organisations' views:</p>	<p>Ministry of Justice (MoJ) and Her Majesty's Prison Service (HMPS):</p> <ul style="list-style-type: none"> • Object to site D18 on security grounds. • Point out that a recognised problem with prisons is the influx of drugs from the outside, including them being thrown over the wall/fence. • At any one time there are likely to be 10-15 prisoners in The Mount from the travelling community – some with local connections. • MoJ are concerned that a site at the airfield will exacerbate problems of the trafficking of drugs, mobile phones and other materials into the prison. • State that <i>'Clearly, these types of issues are not confined just to the travelling community however, to have a permanent presence in such close proximity to an Operational Prison poses an unacceptable risk to the operation of the Prison and the staff and prisoners in occupation'</i>. • MoJ and HMPS also express concerns that the land is Green Belt and that use as a Gypsy and Traveller site contravenes national Green Belt policy.
	<p>Landowner of Grange Farm, Green Lane:</p> <ul style="list-style-type: none"> • Opposes the proposed site on their land (D17) because it is not separated from the built up area and a Gypsy and Traveller site could lead to noise and disturbance from movement of vehicles and on-site business activity. • Considers that Bovingdon is not suitable for a Gypsy and Traveller site as it is quite compact and has poor local employment opportunities. • Points out that when gypsy and travellers have encamped on the airfield there have been sheep killed and mutilated.

	<p>Wendy Fair Markets – operators of Bovingdon Market:</p> <ul style="list-style-type: none"> • Object to the proposed site on the airfield (D18) as it will have an adverse effect on their business. • The site will have adverse effects on the prison and potentially on the CAA’s main navigation beacon for the UK. • The site is Green Belt and previous applications for change of use have been resisted on this grounds. <p>Bovingdon Parish Council:</p> <ul style="list-style-type: none"> • Oppose a Gypsy and Traveller site in Bovingdon stating that the village is not an appropriate location for it. • Gypsy and Traveller sites should be provided as part of large-scale new developments where their requirements can be planned for from the outset. • Bovingdon is already over developed and has no more school capacity, the parking situation is awful, medical facilities are at full capacity, the roads are congested and drainage and sewerage systems are at full capacity. <p>Ashley Green Parish Council</p> <ul style="list-style-type: none"> • Object to the proposed site on the airfield on the grounds that it is likely to cause visual and aural impacts in Whelpley Hill. • Question the capacity of the infrastructure to accommodate a Gypsy and Traveller site – mentioning schooling, water, sewerage, electricity and roads. • Express concern about security issues arising from locating a site near the existing prison.
<p>Breakdown of responses (Objections to site options):</p>	<p>D16 – 8 objections</p> <p>D17 –16 objections</p> <p>D18 – 19 objections</p> <p>All sites in Bovingdon – 237 responses</p>
<p><i>Environmental Issues</i></p>	<ul style="list-style-type: none"> • Destruction of open views • A site would negatively affect the character of

	<p>the village</p> <ul style="list-style-type: none"> • Loss of Green Belt • Reduced use of public rights of way around the village. • The drainage system is inadequate. • As Bovington is lacking in Open Land, any available land should be used for recreation and leisure. • Negative affect on AONB • Double standards in planning policy regarding building in the Green Belt for settled and travelling community. • Recent application for concrete crushing on airfield was refused on the grounds that the airfield should be retained for Green Belt amenity land for the village. • Site D18 is an important wildlife site for: woodpeckers, barn owls, muntjak, badgers and foxes • Site D17 floods regularly.
<p>Social Issues</p>	<ul style="list-style-type: none"> • Insufficient school capacity for current population. A number of Primary and Secondary aged children do not get into the local school(s). Concern that children from a Gypsy and Traveller site would get priority over local children in terms of school places.
	<ul style="list-style-type: none"> • The village has a number of undesirable uses (the prison, market, airfield and banger car racing) and does not 'deserve' another. • The village is already over crowded – the Council's own technical document states that it is at capacity in terms of population. • The pubs already cause late-night problems and a site would add to this. • A site would negatively effect the character of the village. • Sites shouldn't be located so close to existing residential dwellings. • A town would better meet travellers' needs than a village. • Local amenities including doctors and dentists are already stretched. • The drainage system is inadequate. • The community is small which will make the integration of travellers much harder. • The influx of such an insular group into an already stressed community would undoubtedly lead to confrontation. • Poor employment opportunities for gypsies/ travellers in the village. • Crime is low and social cohesion high – fear

	<p>that this would change.</p> <ul style="list-style-type: none"> • Gypsy children have their own special needs and therefore will have a disproportionate impact on the local school. • Increased risk of fire and Bovingdon Fire station has now closed. • Erosion of historical significance of airfield. • Not suitable to locate site near prison for security reasons. • Adverse effect on the Market
Traffic Issues	<ul style="list-style-type: none"> • Lack of parking. • Roads heavily congested at particular times of the day e.g. rush hour, school times and during the market or car racing. • Access to Bovingdon in general is poor. • The roads are narrow and in poor condition. • Sites D17 and D18 are next to a main road with a complicated junction.
4. Petition Details	
Clear opposition(s):	-
Breakdown of responses (objections to site options):	<p>Petition with 16 signatures – objected to having a site anywhere in Bovingdon on the following grounds:</p> <ul style="list-style-type: none"> • Affect on house prices • Fear of increase in crime • Increase in waste to be disposed of • A greater fire risk • Greater demand on emergency services • Bovingdon already has a number of undesirable uses (prison, market and car racing) and does not want another. • School capacity and infrastructure in general are already over stretched.
	<p>Petition with 132 signatures – objected to having a site anywhere in Bovingdon on the following grounds:</p> <ul style="list-style-type: none"> • Negative impact on schools • Bovingdon already has a number of undesirable uses (prison, market and car racing) and do not want another. • The infrastructure cannot cope with additional population • The quality of life in the village will suffer • Farming will suffer

5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G&T Site	Agree	Disagree
<i>Berkhamsted</i>	29	6
<i>Bovingdon</i>	34	15
<i>Markyate</i>	24	8
<i>Tring</i>	28	9
Summary of reasons for disagreeing:	<ul style="list-style-type: none"> • Most respondents who disagreed that Bovingdon should not have more than one site made it clear that they meant it in the context that Bovingdon should not have any sites. • Decisions should be based upon the impact the site will have on the community. • Rural villages shouldn't have sites. 	
6. Elimination of Options (Q4b)		
Should site scoring '3' be eliminated?	Yes	No
	24	34
Summary of reasons if 'No'	<ul style="list-style-type: none"> • No sites should be eliminated until they have been further assessed for viability including capacity of local infrastructure and schools; • The scoring of the sites is inconsistent; • Judging sites solely on this basis is too crude; • The consultants don't have local knowledge; • Sites may be suited differently to different sizes of Gypsy and Traveller Sites. 	
7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	25	29
Sites suggested in Bovingdon:	<ul style="list-style-type: none"> • One respondent suggested the ex WD site in Middle Lane (part of the old airfield) 	

<p>Sites suggested elsewhere in Borough:</p>	<p>Buncefield – 15 East of Hemel Hempstead next to M1 – 9 Expand 3 Cherry Trees Lane site – 6 Maylands – 6 M1 extension area – 4 As part of new housing developments – 3 Breakspear Way – 3 Expand site at Long Marston – 2 Kings Langley – 1 Bedmond – 1 Gaddesden – 1 Tring – 1 Markyate – 2 Bourne End – 1</p>
<p>8. Preferred Sites (Q6)</p>	
<p>Sites in Bovingdon:</p>	<p>D 18 – 5</p>
<p>Sites in rest of Borough:</p>	<p>Hemel Hempstead: D1 – 18 D15 – 22 D19 – 27 D20 – 9 D22 – 3 D23 – 3 D24 – 7 Tring: D8 – 1 D11 – 25 D10 – 4 D12 – 6 D25 – 2</p>

Berkhamsted: D3 – 15 D5 – 1 D6 – 2 Markyate: D13 – 3 D14 – 5 Bourne End: D26 – 5	
9. Total No. of Inappropriate Comments	
Part of response taken into account only:	10
Whole response not taken into account:	8

Hemel Hempstead Overview

The Hemel Hempstead area has been subdivided into five sub areas for assessment:

- A Chaulden/Fields End/Gadebridge/Potten End
- B Felden/Apsley
- C Grovehill
- D Woodhall Farm
- E Remainder of Hemel Hempstead

The information below gives an overview of some of the statistics. For all detail refer to the particular sub area.

1. Response Rate

Sub area	<i>All responses assessed</i>				
	Number			Petitions	
	Residents	Organisations	Total	Number	Total signatures
Chaulden, etc	523	4	527	3	266
Felden/Apsley	115	4	119	1	11
Grovehill	74	-	74	1	253
Woodhall Farm	292	1	293	-	-
Remainder	11	1	12	-	-
Total	1,015	10	1,025	5	530

5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G&T Site	Agree	Disagree
<i>Berkhamsted</i>	65	64
<i>Bovingdon</i>	56	88
<i>Markyate</i>	52	65
<i>Tring</i>	62	64
6. Elimination of Options (Q4b)		
Should site scoring '3' be eliminated?	Yes	No
	133	61
7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	70	48
1. Preferred Sites (Q6)		
Sites in Hemel Hempstead:	D1 - 40 D2 - 11 D15 - 47 D19 - 21 D20 - 11 D21 - 3 D22 - 4 D23 - 6 D24 - 13	

Sites in rest of Borough:	<p>Berkhamsted: D3 - 43 D4 - 1 D5 - 11 D6 - 3</p> <p>Tring: D7 - 4 D8 - 3 D9 - 1 D10 - 13 D11 - 66 D12 - 9 D25 - 3</p> <p>Bovingdon: D16 - 1 D17 - 4 D18 - 242</p>
	<p>Markyate: D13 - 10 D14 – 8</p> <p>Bourne End: D26 - 20</p>
9. Total No. of Inappropriate Comments	
Part of response taken into account only:	140
Whole response not taken into account:	38

Chaulden/Fields End/Gadebridge and Potten End	
1. Response Rate	
Total No. of Responses assessed:	527
Responses from Residents	523
Responses from Organisations	4
Total No. of Petitions:	3 petitions: with 9, 23, and 234 signatures
2. Options under Consideration	
D21 – Polehanger Lane	
D22 – Fields End Lane	
D23 – Long Chaulden	
3. Response Details	
Clear opposition(s):	
Overview of residents' views:	<p>The majority of responses relate to site D23. Almost all those objecting to this site cited the proximity of the adventure playground as a reason. Sites D21 and D22 received relatively fewer objections. No single reason for objecting dominated.</p> <p>Respondents felt that sites should be located in areas with better access to services, where the visual impact would be minimal, and away from residential areas.</p>
Overview of organisations' views:	<p><u>Taylor Wimpey UK:</u></p> <ul style="list-style-type: none"> • Taylor Wimpey have an interest in where sites D22 and D23 are located • D22 and D23 should be removed from further consideration

	<ul style="list-style-type: none"> • Site D22: <ul style="list-style-type: none"> - access would need to be taken from Fields End Lane which is narrow with a number of tight turns. It would be unsuitable for caravans and mobile homes. - There is no public transport and no convenient routes to shops, doctors and schools. • Site D23: <ul style="list-style-type: none"> - a site here would mean that the surface water balancing tank would need to be relocated. This protects people from flash flooding. - Whilst it is accepted that it may be possible to relocate the tank, this would greatly increase the land take required for the Gypsy site and its cost of provision. - It would prejudice future comprehensive development of this land for residential development. - This area is the only site on the western edge of Hemel Hempstead with a realistic development prospect. <p><u>Chilterns Conservation Board:</u></p> <ul style="list-style-type: none"> - Does not object to D21, D22 and D23 on the setting of the Chilterns AONB. - However, the western and northern extents of the sites are all within a kilometre of the CAONB and therefore need very careful treatment with the highest standards of design and use of materials. <p><u>Boxted Farm:</u></p> <ul style="list-style-type: none"> - Representation from the landowner where site D21 is positioned - Would support the elimination of site D21 <p><u>Great Gaddesden Parish Council:</u></p> <ul style="list-style-type: none"> - No planning related comments were raised
Breakdown of responses	Not specific – 87 objections to the site options

(Objections to site options):	<p>D21 – 46 objections</p> <p>D22 – 69 objections</p> <p>D23 – 295 objections</p>
Environmental Issues	<ul style="list-style-type: none"> • Loss of Green Belt D21: • Visual impact of site on surrounding countryside (eyesore) • D22: • Visual impact of the site on the countryside. • Detrimental impact on amenity. • D23: • Visual impact. • Impact on local ecology. • Flooding. • Impact on Local Nature Reserve (Shrub Hill Common). • Proximity of ancient pathway.
Social Issues	<ul style="list-style-type: none"> • All sites are too near residential areas. • D22: • Insufficient capacity at local schools. • Inadequate access to services/facilities. • D23: • Too close to adventure playground • Capacity issues at Pixies Hill and Chaulden Junior Schools. <ul style="list-style-type: none"> - Inadequate doctor capacity.
Traffic Issues	<ul style="list-style-type: none"> • D21: <ul style="list-style-type: none"> - Poor access into site. Would need to be through the Town. Roads surrounding the site are very narrow. - Increased congestion on local roads. - Poor accessibility to wider road network. • D22: <ul style="list-style-type: none"> • Poor access. Would need to be taken from Fields End Lane or Pouchen End Lane (both being very narrow). • Increased congestion on rural roads. • D23: <ul style="list-style-type: none"> - There is no access onto the site. - Access would need to be taken off Long Chaulden Road. Possibly safety issues turning onto the road. There are also concerns with safety of children crossing the roads.

4. Petition Details		
Clear opposition(s):	<ul style="list-style-type: none"> • General visual impact and loss of Green Belt Land. • The proximity of the site to the adventure playground. • The proximity of the site to Shrub Hill Common (LNR) and the potential impact that this may have, the risk of flooding, increased traffic generation and the implications for safety and the strain on local schools. 	
Breakdown of responses (objections to site options):	(9) = objecting to site D23 (234) = objecting to site D23 (23) = objecting to D22 and D23	
5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G&T Site	Agree	Disagree
<i>Berkhamsted</i>	36	30
<i>Bovingdon</i>	28	52
<i>Markyate</i>	24	29
<i>Tring</i>	35	27
Summary of reasons for disagreeing:	<ul style="list-style-type: none"> • All appropriate sites should be considered. • Settlement size should be irrelevant. • Should be kept away from residential areas. • The number of sites given to each settlement should be proportional to the size of each settlement. • However, Hemel Hempstead should not be a dumping ground. 	
6. Elimination of Options (Q4b)		
Should site scoring '3' be	Yes	No

eliminated?		
	117	14
Summary of reasons if 'No'	<ul style="list-style-type: none"> • No sites should be ruled out at this stage as some sites still might be more appropriate than others once more thorough appraisal has taken place. 	
7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	43	20
Sites suggested in North West Hemel Hempstead:	None	
Sites suggested elsewhere in Borough:	<ul style="list-style-type: none"> • Extend the existing site at Three Cherry Trees Lane – 39 • Buncefield/Maylands – 33 • M1 works site – 18 • Lucas aerospace site – 1 	
8. Preferred Sites (Q6)		
Sites in North West Hemel Hempstead:	None	
Sites in rest of Borough:	<p>Hemel Hempstead:</p> <p>D1 - 32 D2 - 7 D15 - 36 D18 – 82 D19 - 11 D20 – 3</p> <p>Markyate:</p> <p>D13 – 8 D14 – 5</p> <p>Tring:</p> <p>D10 – 7 D11 – 46 D12 – 3</p> <p>Berkhamsted:</p>	

	D3 – 29 D5 – 6 Bovingdon: D16 - 1 D17 – 3 D24 - 4 Bourne End: D26 – 13
9. Total No. of Inappropriate Comments	
Part of response taken into account only:	83
Whole response not taken into account:	29

Felden/Apsley	
1. Response Rate	
Total No. of Responses assessed:	119
Responses from Residents	115
Responses from Organisations	4
Total No. of Petitions:	1 with 11 signatures
2. Options under Consideration	
D1	Featherbed Lane
D2	Felden (Featherbed Lane)
3. Response Details	
Clear opposition(s):	There was clear opposition to both sites.
Overview of residents' views:	<ul style="list-style-type: none"> • D1, Featherbed Lane is on a sharp bend leading to a dual carriageway and raises health and safety issues. • It is a Green Belt site and should be protected. • D1 and D2 should not be developed. Mixing traveller sites with the general community is not good. • D1 & D2 are served by an inadequate bridge. There is already traffic congestion here. • There are no doctors surgeries near these sites, and no room at the local schools. • Sites should be considered in this order: brownfield, windfall, greenfield – Green Belt sites should be excluded. • Any sites adjacent to residential areas should be excluded. • The local landowners have not been spoken to about these proposed sites.

	<ul style="list-style-type: none"> • Re-classify area around Featherbed Lane to Open Land. It's important to wildlife, widely used by cyclist and walkers and is an area of outstanding natural beauty. • The rankings for sites D1 and D2 are different despite them being right next to each other. • D1 and D2 would both be situated too close to the scout camp at Phasels Wood. • Both too close to residents of Manor Estate. • Where will the sewerage go? • No land should be taken from schools. • There will be water pollution • D1 and D2 should not be developed and Felden, the Manor Estate and Shendish should be linked up for children to create a biodiversity buffer zone. • Both sites are not within a reasonable distance of facilities and services and the location will not achieve the integration of Gypsies into an inclusive community. • Access to both sites is too narrow. • There are no existing bus routes passing these sites. • The Scott Wilson report is out of date and unreliable.
<p>Overview of organisations' views:</p>	<p><u>Manor Estate Residential Association (MERA):</u></p> <p>MERA believes that development of D1 and D2 alongside H/h86, APS34 and APS54 would not be sustainable. MERA believe it will have a severely adverse affect on biodiversity, water resources, air quality, traffic congestion and the local community.</p> <p>Development should not be allocated in any plan without secure infrastructure to meet the needs to ensure sustainability. Additionally, social cohesion and schools will be affected and foresee problems with health and wellbeing exacerbated by insufficient medical facilities and hospital closure. These sites should not be built on the Green Belt, and site D1 is located in an area of Archaeological Significance. D1 and D2 would also be adjacent to public rights of way.</p>

	<p>MERA lack confidence in the Scott Wilson report, therefore no sites should be eliminated. The ranking system should be reviewed and reassessed in greater detail. MERA would also like to know what evidence has been provided that D1 and D2 will satisfy the Gypsy and Traveller community requirements.</p> <p><u>Bidwells Faulkner:</u></p> <p>D1 should be rejected as it is in the Green Belt. No noise assessment has been done in respect of the impact from the A41. Site D2 is located nearest to Two Waters Primary School which is unable to accommodate extra pupil numbers. Neither of these sites are in reasonable distance to facilities or services.</p>
<p>Breakdown of responses (Objections to site options):</p>	<p>D1 - 7 objections</p> <p>D2 - 0 objections</p> <p>D1 & D2 - 77 objections</p> <p>Other sites – 37 objections</p>
<p><i>Environmental Issues</i></p>	<p><u>Objections to site D1 only:</u></p> <ul style="list-style-type: none"> • D1 is located in an area of Archaeological Significance. <p><u>Objections to D1 and D2:</u></p> <ul style="list-style-type: none"> • These are Green Belt sites and should be protected. • Sites should be considered in this order: brownfield, windfall, greenfield – Green Belt sites should be excluded. • Re-classify area around Featherbed Lane to Open Land. It's important to wildlife, widely used by cyclist and walkers and is an area of outstanding natural beauty. • D1 and D2 should not be developed and Felden, the Manor Estate and Shendish should be linked up for children to create a biodiversity buffer zone. • Where will the sewerage go? • There will be water pollution

	<p><u>Objections to D2 only:</u></p> <ul style="list-style-type: none"> • None. <p><u>Objections to other sites:</u></p> <ul style="list-style-type: none"> • None.
<p><i>Social Issues</i></p>	<p><u>Objections to site D1 only:</u></p> <ul style="list-style-type: none"> • None. <p><u>Objections to D1 and D2:</u></p> <ul style="list-style-type: none"> • D1 and D2 should not be developed. Mixing traveller sites with the general community is not good. • There are no doctors surgeries near these sites, and no room at the local schools. • Any sites adjacent to residential areas should be excluded. • D1 and D2 would both be situated too close to the scout camp at Phasels Wood. • Both too close to residents of Manor Estate. • Both sites are not within a reasonable distance of facilities and services and the location will not achieve the integration of Gypsies into an inclusive community. <p><u>Objections to D2 only:</u></p> <ul style="list-style-type: none"> • None. <p><u>Objections to other sites:</u></p> <ul style="list-style-type: none"> • None.
<p><i>Traffic Issues</i></p>	<p><u>Objections to site D1 only:</u></p> <ul style="list-style-type: none"> • D1, Featherbed Lane is on a sharp bend leading to a dual carriageway and raises health and safety issues.

	<p><u>Objections to D1 and D2:</u></p> <ul style="list-style-type: none"> • D1 & D2 are served by an inadequate bridge. There is already traffic congestion here. • Access to both sites is too narrow. • There are no existing bus routes passing these sites. <p><u>Objections to D2 only:</u></p> <ul style="list-style-type: none"> • None. <p><u>Objections to other sites:</u></p> <ul style="list-style-type: none"> • None. 	
4. Petition Details		
Clear opposition(s):	Site D1 – by Roundwood Resident Association	
Breakdown of responses (objections to site options):	-	
5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G&T Site	Agree	Disagree
<i>Berkhamsted</i>	12	15
<i>Bovingdon</i>	12	15
<i>Markyate</i>	12	15
<i>Tring</i>	11	16

Summary of reasons for disagreeing:	<ul style="list-style-type: none"> • Sites should not all be crammed into Hemel Hempstead. • Both Berkhamsted and Tring are big enough to have two sites. • Decision should be made based on the impact on the community and environment. • These locations are more spacious and built up. Hemel and its facilities are under strain. • All of the smaller settlements would still be suitable for the skills base that many travelling people poses and may be able to assist in pursuit of employment. 	
6. Elimination of Options (Q4b)		
Should site scoring '3' be eliminated?	Yes	No
	5	26
Summary of reasons if 'No'	<ul style="list-style-type: none"> • The Scott Wilson report rankings are flawed. • The Scott Wilson report is out of date. • The Scott Wilson report is not based on local views and should be reassessed. • Site D1 should also be ranked as 3. • The rankings for D1 and D2 did not take into account the existing planning consents for the Manor Estate extension. • What do the Gypsy community think of these sites? What are their preferred sites? • Featherbed Lane is too narrow for caravans and mobile homes. • Some '3' sites seem to be more appropriate than '1' sites. • All scores should be considered as these are not the view of the Council. • Extend Three Cherry Trees Lane site. 	
7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	20	10
Sites suggested in Felden:	None.	

Sites suggested elsewhere in Borough:	<ul style="list-style-type: none"> • Hemel Market, where the Pavilion used to be – 3 suggestions • Extend existing site at Three Cherry Trees Lane – 3 suggestions • Land at Buncefield – 2 suggestions • Redundant car parking site and field opposite Nash Mills – 1 suggestion • Field used for car boot sales adjacent to Lower Road – 1 suggestion • The Old Gas works site – 1 suggestion • Land between Leverstock Green and St. Albans – 1 suggestion • Disused factories/industrial sites – 4 suggestions • Area by M1 corridor and industrial estate – 5 suggestions.
8. Preferred Sites (Q6)	
Sites in Felden:	None.
Sites in rest of Borough:	<p>Hemel Hempstead:</p> <p>D15 – 8 D19 – 10 D20 – 8 D21 – 2 D22 – 4 D23 – 3 D24 – 6</p> <p>Berkhamsted:</p> <p>D3 – 3 D4 – 1 D5 – 1 D6 – 3</p> <p>Tring:</p> <p>D7 – 4 D8 – 2 D10 – 4 D11 – 10 D12 – 5 D25 – 3</p> <p>Bovingdon:</p>

	D18 – 13 Markyate: D14 – 2 Bourne End: D26 – 3
9. Total No. of Inappropriate Comments	
Part of response taken into account only:	1
Whole response not taken into account:	0

Grovehill	
1. Response Rate	
Total No. of Responses assessed:	74
Responses from Residents	74
Responses from Organisations	-
Total No. of Petitions:	1 (with 253 signatures)
2. Options under Consideration	
D20 – west side of Grovehill	
3. Response Details	
Clear opposition(s):	
Overview of residents' views:	Many commenters link the potential for (285) dwellings and a new G & T site, and it is often very difficult to separate them. The loss of open Green Belt land and local traffic problems are the most frequently quoted concerns. The proximity of the Three Cherry Trees Lane G & T site has created fears and a few concerns about too many sites in one area.
Overview of organisations' views:	None
Breakdown of responses (Objections to site options):	
Environmental Issues	<ul style="list-style-type: none"> • Loss of Green Belt and separation of Grovehill from Piccotts End • Loss of view for properties overlooking the

	<p>fields</p> <ul style="list-style-type: none"> • Loss of wildlife • Loss of natural drainage/run-off area 	
Social Issues	<ul style="list-style-type: none"> • Proximity of Three Cherry Trees Lane G& T site and experience related to that has created fears of increases in crime and social impact. • A few mention the hard work that has been undertaken to improve the environment (and thus reputation) of Grovehill • A few are concerned about a concentration of sites in the north eastern area of Hemel, and say that alternative locations are possible. • Schools are overcrowded (recent closure of Barnbrook) • There would be a strain on other community infrastructure, e.g. shops, dentist, and local NHS/doctor's facilities could not cope. 	
Traffic Issues	<ul style="list-style-type: none"> • Quiet cul-de-sacs at west Grovehill would make inappropriate access points for large vehicles or a lot of traffic • The major exits to Grovehill are overloaded at peak times. • There are different opinions as to whether a new junction onto the Link Road would be dangerous or add to congestion, or would obviate the need to use the cul-de-sacs at west Grovehill. 	
4. Petition Details		
Clear opposition(s):	The petition objects to development of the Green Belt land at Marchmont Farm into houses and a G & T site. Development would affect natural beauty and wildlife habitats, and more generally affect property prices and amenities.	
Breakdown of responses (objections to site options):	D20	
5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G&T Site	Agree	Disagree
<i>Berkhamsted</i>	2	4

<i>Bovingdon</i>	2	4
<i>Markyate</i>	2	4
<i>Tring</i>	2	4
Summary of reasons for disagreeing:		
	<ul style="list-style-type: none"> Grovehill is no bigger than the above settlements All parts of the Borough should equally be looked at, consider the relative merits of all sites (not on an arbitrary geographical location) Oppose concentration at Woodhall Farm/Grovehill 	
6. Elimination of Options (Q4b)		
Should site scoring '3' be eliminated?	Yes	No
	4	2
Summary of reasons if 'No'	<ul style="list-style-type: none"> Scott-Wilson report needs to be evaluated Views of Gypsies and Travellers to be evaluated 	
7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	1	2
Sites suggested in Grovehill	None	
Sites suggested elsewhere in Borough:	Extend Three Cherry Trees Lane (4) J8 M1/east of Buncefield (5) J9 M1 (1) Felden (general) (1) Disperse sites around Hemel (1)	
8. Preferred Sites (Q6)		

Sites in Grovehill:	-
Sites in rest of Borough:	<p>Hemel Hempstead: D1 - 2 D2 - 2 D23 – 1 D24 – 2</p> <p>Berkhamsted: D3 - 2 D5 - 1</p> <p>Tring: D11 – 3</p> <p>Bovingdon : D18 – 3</p> <p>Bourne End: D26 – 2</p>
9. Total No. of Inappropriate Comments	
Part of response taken into account only:	4
Whole response not taken into account:	3

Woodhall Farm	
1. Response Rate	
Total No. of Responses assessed:	293
Responses from Residents	292
Responses from Organisations	1 (Woodhall Farm Medical Centre)
Total No. of Petitions:	0
2. Options under consideration	
D15 – Highwood (Holtsmere End Lane)	
D19 – Cupid Green Lane	
Note: Some respondents also referred to the sites in St Albans district put forward for consideration in the Scott Wilson Report – SA16 and SA22.	
3. Response Details	
Clear opposition:	Sites D15 and D19
Overview of residents' views:	Residents clearly feel that the Green Belt around Woodhall Farm should not be breached, as it is an important area for both wildlife and informal recreation. Concerns were raised regarding the ability of local infrastructure to cope. In particular highway safety concerns regarding the junction of Shenley Road and Redbourn Road, which was cited as an accident black-spot. Residents were concerned that existing problems associated with the Three Cherry Trees Lane site would be replicated at new sites. The provision of additional sites adjacent to Woodhall Farm would also lead to an over-concentration of provision in this part of Hemel Hempstead, with adverse effects for both the Gypsy and Traveller

	and settled communities.
Overview of organisations' views:	The local GP expressed concerns for the health and wellbeing of local residents. This was due to the impact of stress and intimidation that would arise from the location of additional pitch provision within the Woodhall Farm area (based on his experience of existing problems relating to the Three Cherry Trees lane site).
Breakdown of Responses (Objection to site options):	<ul style="list-style-type: none"> • D15 – 239 objections • D19 – 207 objections • SA16 and/or SA22 – 37 objections • All sites in Woodhall Farm, Grovehill and St Albans (D15, D19, D20, SA16 and SA22) – 10 objections • All Hemel Hempstead sites – 9 objections • Not specified / location unclear – 24 objections <p>Note: Many respondents objected to more than one site.</p>
<i>Environmental Issues</i>	<p><u>Site D15 and D19:</u></p> <ul style="list-style-type: none"> • Alternative brownfield sites are available and should be given priority • Sewage smells due to cess pits • Impact on local wildlife – particularly wildflowers and birds • Loss of valuable, well managed, productive farmland • Visual and landscape impact • Loss of Green Belt land • Double standards regarding building in the Green Belt for the settled versus Gypsy and Traveller communities • Increase in noise pollution • Lack of mains sewerage and power to the site • Proximity to Buncefield • Fields crossed by high voltage overhead power lines <p><u>Site D15 only:</u></p> <ul style="list-style-type: none"> • Holtsmere End already has a pumped

	<p>sewerage system, so the local infrastructure would not be able to cope</p> <ul style="list-style-type: none"> • Area is prone to flooding • Considered to be the ‘thin end of the wedge’ regarding additional expansion of the town towards Redbourn <p><u>Site D19 only:</u></p> <ul style="list-style-type: none"> • -
<p><i>Social Issues</i></p>	<p><u>Site D15 and D19:</u></p> <ul style="list-style-type: none"> • Would result in an over-concentration of provision within the local area - already official sites at Three Cheery Trees Lane (DBC), Ver Meadows (St Albans) and unofficial sites at Tullochside (St Albans) and r/o Chequers pub (St Albans). • Particular experiences relating to the existing Gypsy and Traveller site in Dacorum include:- <ul style="list-style-type: none"> - School disruption to the detriment of all pupils - Intimidation and verbal abuse - Trespassing in private gardens - Missiles thrown at vehicles - Increased incidences of burglary and theft locally • Concerns regarding integration with the settled community due to local over-provision of sites • Concerns re potential future site provision made by St Albans Council on land adjacent to Woodhall Farm • Overstretched local services and facilities i.e. there are only 2 ‘one man’ GP practises serving the area. • Lack of local school capacity • Loss of informal recreation space • Overlooking and loss of privacy (both for new and existing residents) due to topography and lack of sufficient buffer • Detrimental impact upon house prices and insurance premiums • Inaccessible to emergency services and refuse vehicles • Catholic schooling not available in the local area • Concerns regarding increased Council Tax

	<p>bills</p> <ul style="list-style-type: none"> • Public transport will not be able to cope • High costs associated with site provision • Poor access to shopping facilities • Area already suffers frequent power cuts and increasing the demand on supplies would exacerbate this <p><u>Site D15 only:</u></p> <ul style="list-style-type: none"> • - <p><u>Site D19 only:</u></p> <ul style="list-style-type: none"> • Fields to the rear of the site used regularly as a firing range, which could result in safety issues
<p>Traffic Issues</p>	<p><u>Site D15 and D19:</u></p> <ul style="list-style-type: none"> • Poor access via single track roads with passing places, resulting in highway safety issues • Exacerbation of existing traffic congestion • Lack of pedestrian access from sites to local facilities and public transport • Junction of Shenley Road and Redbourn Road is already an accident blackspot • Maintenance of sewerage cesspits and refuse collection would require regular lorry access, resulting in localised congestion on narrow lanes <p><u>Site D15 only:</u></p> <ul style="list-style-type: none"> • Potential 'rat-running' via Little Revelend Lane <p><u>Site D19 only:</u></p> <ul style="list-style-type: none"> • -
<p>4. Petition Details</p>	
<p>Clear opposition(s):</p>	<p>None</p>

Breakdown of Responses (objections to site options):		
5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G&T site	Agree	Disagree
<i>Berkhamsted</i>	11	15
<i>Bovingdon</i>	10	17
<i>Markyate</i>	10	17
<i>Tring</i>	10	17
Summary of reasons for disagreeing:	<ul style="list-style-type: none"> • Berkhamsted is too urbanised to be a suitable location for sites • Tring and Markyate have more open space, which would ease potential conflicts with near neighbours • Bovingdon is not a suitable place due to shortage of school places and congestion issues • Woodhall Farm should be treated the same way as the smaller settlements i.e. concentrations of provision should be avoided • It is not the number of sites, but the size of them that matters most • Other criteria should count apart from the size of the settlement • Sites should be spread fairly across areas where the infrastructure can cope • All brownfield sites should be considered irrespective of their location • There is plenty of suitable, accessible brownfield land at Bovingdon to accommodate more than one site • If Woodhall Farm can have more than one site then other (larger) places should be considered for more than one site too • Local knowledge must be applied to the site selection process • Appropriate sites should be picked regardless of the size of settlement • Markyate and Tring should have more than one site as travellers integrate better into 	

	smaller communities • Sites should be chosen based on suitability and access, not the size of settlement	
6. Elimination of Options (Q4b)		
Should sites scoring '3' be eliminated?	Yes	No
	4	17
Summary of reasons if 'No'	<ul style="list-style-type: none"> • All sites should be considered on their own merits and considerations such as road infrastructure and environmental impact amongst the primary criteria • Markyate and Tring have scope for more than one site due to access to the M1 or A41 • Consideration should be given to looking at avoiding too many sites in one area • Markyate site is currently listed as a '3' should be re-appraised • Too much emphasis should not be placed upon one consultant's study • Regardless of their rankings, all sites need further consideration regarding their impact • Sites D15 and D19 should be eliminated from further consideration • The ranking system is flawed and inconsistent – many sites that scored 3 appear more suitable than those scoring 1 and 2 • Scoring needs to be reconsidered in the light of consultation responses • No sites should be excluded until full consultation has taken place • Don't just rely on Scott Wilson's recommendations • Sites have been given a low suitability ranking for a reason 	
7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	5	11
<i>(Note: many respondents didn't answer the question specifically- and are therefore not included in the above tally – but they did suggest alternatives within their written comments)</i>		

Sites suggested in Hemel Hempstead	<ul style="list-style-type: none"> • Vacant sites in Maylands Business Area (i.e. Fuji, Northgate, Catherine House, Lucas site) (24) • Unused land at Buncefield – 14 • Expand existing sites – 6 • Adjacent to the A41 outside Hemel Hempstead -2 • Land adjacent to the link road at Marchmont Farm -1 • Land at the bottom of Northridge Way -1 • Former BT offices, Apsley - 1 • Overflow car park adjacent to the former Sappi Graphics site, Nash Mills -1 • London Road between Doolittle Meadow and Red Lion PH, Nash Mills -1 • Boxmoor -1 • Felden - 1
Sites suggested elsewhere:	<ul style="list-style-type: none"> • Land between Hemel Hempstead and the M1 - 12 • Motorway construction compound adjacent to the M1 - 9 • Any town or village in Hertfordshire that currently has no site - 4 • Luton - near Luton airport or former Vauxhall car plant - 4 • Make Tullochside an official site -2 • Other towns and villages in Dacorum that currently has no site -2 • Waste ground beside the A5 at Markyate -1 • Hemel Hempstead Road, east of the M1 bridge, to the rear of the Aubrey Park Hotel (Ramada Jarvis) -1 • Adjacent to the junction of the M1 and M10 -1
8. Preferred Sites (Q6)	
Sites in North East Hemel Hempstead:	D15 - 2

Sites in rest of Borough:	<p>Hemel Hempstead: D1 – 4 D2 – 2 D21 – 1 D23 – 1 D24 – 1</p> <p>Berkhamsted: D3 – 8 D5 - 3</p> <p>Tring: D8 – 1 D9 – 1 D10 – 2 D11 – 6 D12 – 1</p> <p>Bovingdon: D17 – 1 D18 - 141</p> <p>Markyate: D13 – 2</p> <p>Bourne End: D26 - 2</p>
8. Total No. of Inappropriate Comments	
Part of response taken into account only:	52
Whole response not taken into account:	6

Remainder of Hemel Hempstead	
1. Response Rate	
Total No. of Responses assessed:	12
Responses from Residents	11
Responses from Organisations	1
Total No. of Petitions:	0
2. Options under Consideration	
Hemel Hempstead:	
D1	Featherbed Lane
D2	Felden (Featherbed Lane)
D15	Highwood (Holtsmere End Lane)
D19	Cupid Green Lane
D20	Grovehill
D21	Polehanger Lane
D22	Fields End Lane
D23	Long Chaulden
D24	Leverstock Green (Bedmond Road)
3. Response Details	
Clear opposition(s):	D24.
Overview of residents' views:	The Scott Wilson rankings are arbitrary. Gypsy and Traveller sites should be situated away from housing.
Overview of organisations' views:	<u>Leverstock Green Village Association:</u> D24 fails to meet several of the criteria laid down in the Scott Wilson Report of October 2005. i.e.

	<p>avoidance of the Green Belt, land subject to flooding and there should be a reasonable buffer zone between traveller sites and residential property.</p> <p>The presence of a traveller site seriously undermines property values and this causes concern among both residents and developers. We believe that development of the site at Green Lane would be likely to jeopardise the development and sale of properties on H38 and H42.</p>	
Breakdown of responses (Objections to site options):		
Environmental Issues	<ul style="list-style-type: none"> Green Belt land should not be used for Gypsy and Traveller sites. 	
Social Issues	<ul style="list-style-type: none"> Sites should not be close to schools and playgrounds. There will be even more pressure on doctors, dentists and schools. 	
Traffic Issues	<ul style="list-style-type: none"> An article in the Lancet dated February 2007 highlights the damaging effect on the lungs of children living within 500 metres of a motorway. 	
4. Petition Details		
Clear opposition(s):	None	
Breakdown of responses (objections to site options):		
5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G&T Site	Agree	Disagree

<i>Berkhamsted</i>	4	0
<i>Bovingdon</i>	4	0
<i>Markyate</i>	4	0
<i>Tring</i>	4	0
Summary of reasons for disagreeing:		
	<ul style="list-style-type: none"> • There should not be more than one site in <i>Hemel</i>. • Green Belt land should not be used for Gypsy and Traveller sites. • Sites should not be close to schools and playgrounds. • Sites should be spread more evenly on the outside of the town. • There will be even further pressure on doctors, dentists and schools. 	
6. Elimination of Options (Q4b)		
Should site scoring '3' be eliminated?	Yes	No
	3	2
Summary of reasons if 'No'	<ul style="list-style-type: none"> • It will restrict the choice of sites leaving no potential for Markyate. Despite higher ranking of some sites in Berkhamsted non of the sites seem acceptable. 	
7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	1	5
Sites suggested in Hemel:	The Old Lucas Aerospace site.	
Sites suggested elsewhere in Borough:		

8. Preferred Sites (Q6)	
Sites in Hemel Hempstead:	D1 - 2 D2 - 0 D15 - 1 D19 – 0 D20 – 0 D21 – 0 D22 – 0 D23 – 1 D24 – 0
Sites in rest of Borough:	Berkhamsted: D3 – 1 Tring: D11 – 1 Bovingdon: D18 – 3 Markyate: D14 – 1
9. Total No. of Inappropriate Comments	
Part of response taken into account only:	0
Whole response not taken into account:	0

Kings Langley	
1. Response Rate	
Total No. of Responses assessed:	12
Responses from Residents	12
Responses from Organisations	-
Total No. of Petitions:	-
2. Options under Consideration	
None	
3. Response Details	
Clear opposition(s):	None
Overview of residents' views:	-
Overview of organisations' views:	-
Breakdown of responses (Objections to site options):	
Environmental Issues	-
Social Issues	-
<i>Traffic Issues</i>	-

4. Petition Details		
Clear opposition(s):	None	
Breakdown of responses (objections to site options):	-	
5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G&T Site	Agree	Disagree
Berkhamsted	6	-
<i>Bovingdon</i>	6	-
<i>Markyate</i>	6	-
<i>Tring</i>	6	-
Summary of reasons for disagreeing:	-	
6. Elimination of Options (Q4b)		
Should site scoring '3' be eliminated?	Yes	No
	6	-
Summary of reasons if 'No'	One commenter considers there should be no sites anywhere, another says all sites should be investigated on their merits.	

7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	-	10
Sites suggested in Kings Langley:	-	
Sites suggested elsewhere in Borough:	-	
8. Preferred Sites (Q6)		
Sites in Kings Langley:	-	
Sites in rest of Borough:	Bovingdon D18 – 1 response	
9. Total No. of Inappropriate Comments		
Part of response taken into account only:	1	
Whole response not taken into account:	-	

Markyate	
1. Response Rate	
Total No. of Responses:	7
Responses from Residents	5
Responses from Organisations	2
Total No. of Petitions:	0
2. Options under Consideration	
D13 Windmill (Windmill Lane)	
D14 The Ridings	
3. Response Details	
Clear opposition(s):	D13 and D14
Overview of residents' views:	Disagree with Markyate proposals as there are already two travellers sites within 2 miles of Markyate, although they are in Bedfordshire.
Overview of organisations' views:	<p><u>Markyate Parish Council:</u></p> <p>Although not in the borough, Markyate is surrounded by sites in Redbourn and Caddington in South Bedfordshire. Markyate fails on many of the accessibility test. We would want evidence that the surrounding sites are insufficient to meet needs.</p> <p><u>The Highways Agency:</u></p> <p>The Highways Agency has considered the Gypsy and Traveller Sites put forward in Dacorum, and feel that only the two sites at Markyate (D13 and</p>

	D14) if taken forward to the next stage may have an impact on the A5.	
Breakdown of responses (Objections to site options):		
Environmental Issues	<ul style="list-style-type: none"> None. 	
Social Issues	<ul style="list-style-type: none"> Too many sites in one locality. Smaller communities have less resources and thus less options are available to travellers for the facilities they require. 	
Traffic Issues	<ul style="list-style-type: none"> Possible impact on the A5. 	
4. Petition Details		
Clear opposition(s):		
Breakdown of responses (objections to site options):		
5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G&T Site	Agree	Disagree
<i>Berkhamsted</i>	3	-
<i>Bovingdon</i>	3	-
<i>Markyate</i>	3	2
<i>Tring</i>	3	-

Summary of reasons for disagreeing:	<ul style="list-style-type: none"> • There are already two sites within 2 miles of Markyate in Bedfordshire. • D13 and D14 may have an impact on the A5. • Smaller communities have less resources and thus less options are available to travellers for the facilities they require. 	
6. Elimination of Options (Q4b)		
Should site scoring '3' be eliminated?	Yes	No
	4	0
Summary of reasons if 'No'		
7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	1	2
Sites suggested in Markyate:	None.	
Sites suggested elsewhere in Borough:	Buncefield area has excellent infrastructure and appears to have a lot of redundant land.	
8. Preferred Sites (Q6)		
Sites in Markyate:	None.	
Sites in rest of Borough:	Hemel Hempstead: D1 – 3 D15 – 3 D23 – 1 Berkhamsted: D3 – 4 Tring: D11 – 4	

	Bovingdon: D18 – 3
9. Total No. of Inappropriate Comments	
Part of response taken into account only:	0
Whole response not taken into account:	0
Tring	
1. Response Rate	
Total No. of Responses assessed:	129
Responses from Residents	121
Responses from Organisations	8
Total No. of Petitions:	0
2. Options under Consideration	
<p>D7 – Upper Dunsley (London Road)</p> <p>D8 – Marshcroft Lane (SE Side)</p> <p>D9 – Marshcroft Lane (NW Side)</p> <p>D10 – Little Tring Road</p> <p>D11 – Icknield Way (South Side)</p> <p>D12 – Icknield Way (North Side)</p> <p>D25 – Land adjacent Longbridge Close</p>	
3. Response Details	
Clear opposition(s):	None
Overview of residents' views:	Residents clearly feel that the Green Belt and countryside around Tring should not be breached

	<p>for this form of development. A lot of respondents thought Green Belt sites were inappropriate because of their lack of infrastructure. In particular, residents felt that sites D8, D9 and D10, which are located off country lanes, have accessibility issues associated with them. 17 people put forward the household waste site in Tring, which is due to close later this year.</p>
Overview of organisations' views:	<p>Some of the landowners of these sites want their land to be retained in its current state or be used for additional housing or leisure purposes. One of the landowners also suggested that the availability of the land should be taken into consideration.</p>
Breakdown of responses (Objections to site options):	<ul style="list-style-type: none"> • D7 – 1 objections • D8 and D9 – 21 objections • D10 – 8 objections • D11 – 17 objections • D12 – 9 objections • D25 – 2 objections • Green Belt Sites and in countryside – 4 objections • All sites in Tring – 14 objections
<i>Environmental Issues</i>	<ul style="list-style-type: none"> • Loss of Green Belt • All sites breach the settlement boundary • Area of Archaeological Interest • Against Environmental Guidelines SPG • Affect on the AONB • Brownfield sites should used first • Loss of visual amenity • Detracting from the existing character of the countryside • Affect on wildlife • D8, D9, D10 are in areas that flood • D8, D9, would be visible from Ridgeway National Trail
<i>Social Issues</i>	<ul style="list-style-type: none"> • Insufficient infrastructure such as doctors, dentists and school places • Impacts on leisure – for walkers, runners and cyclists • Pedestrian safety along country lanes for sites D8, D9 and D10, especially with

	<p>children walking to school</p> <ul style="list-style-type: none"> • Too far from Services and Schools, particularly D10 • D11 is close to existing housing • Views from the cemetery and mourners of D11 • D11, D12 would be located at the gateway to Tring 	
Traffic Issues	<ul style="list-style-type: none"> • Single track lanes, therefore accessibility issues for large vehicles with sites D8, D9 and D10 • It will add to existing high levels of traffic along the Icknield Way, especially with sites D11, D12 and D25 	
4. Petition Details		
Clear opposition(s):	None	
Breakdown of responses (objections to site options):		
5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G&T Site	Agree	Disagree
<i>Berkhamsted</i>	22	19
<i>Bovingdon</i>	26	13
<i>Markyate</i>	23	12
<i>Tring</i>	30	31

Summary of reasons for disagreeing:	<ul style="list-style-type: none"> • Brownfield land first • Compromises the settlement boundary • Avoid Green Belt loss and effects on the AONB • Screening sites in Green Belt and AONB is not satisfactory • The Tring area contains sites at Long Marston and there is one in Weston Turville • Tring schools are oversubscribed • Doctors and dentists are oversubscribed 	
6. Elimination of Options (Q4b)		
Should site scoring '3' be eliminated?	Yes	No
	32	30
Summary of reasons if 'No'	<ul style="list-style-type: none"> • Consider nursery/primary/secondary school capacity first • Hemel Hempstead has better infrastructure for growth i.e. motorways, A roads • Some of the sites are opposite each other or along the same road but their rankings differ • D11 is close to housing • Sites should be distributed evenly across the Borough • Sensible to allocate another site in Hemel Hempstead so that the communities are closer together • It is all Green Belt land; the approach is flawed • Bovingdon is near Hemel Hempstead • Consider each site for housing as well • Local community should decide 	
7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	22	6
Sites suggested in Tring:	<p>New Mill Household Waste Site - 17</p> <p>New Mill area - 1</p>	

	<p>Station Road – 1</p> <p>Icknield Way South Side (general)– 1</p> <p>Beggars Lane – 1</p> <p>Duckmore Lane – 1</p>
Sites suggested elsewhere in Borough:	<p>Maylands Buncefield area - 1</p> <p>Cow Roast Site - 1</p> <p>Expand Long Marston by 2-3 pitches – 1</p>
8. Preferred Sites (Q6)	
Sites in Tring:	<p>D7 – 4</p> <p>D8 – 2</p> <p>D9 – 2</p> <p>D11 – 11</p> <p>D12 – 6</p> <p>D25 – 4</p>
Sites in rest of Borough:	<p>Hemel Hempstead:</p> <p>D1 – 20</p> <p>D2 – 2</p> <p>D15 – 20</p> <p>D19 – 18</p> <p>D20 – 7</p> <p>D21 – 1</p> <p>D22 - 1</p> <p>D23 – 6</p> <p>D24 – 4</p> <p>Berkhamsted:</p> <p>D3 – 10</p> <p>D4 – 2</p> <p>D5 – 6</p> <p>D6 - 2</p> <p>Bovingdon:</p> <p>D16 – 1</p> <p>D17 - 3</p> <p>D18 - 30</p> <p>Markyate:</p> <p>D14 – 3</p>

	D13 – 2 Bourne End: D26 - 1
9. Total No. of Inappropriate Comments	
Part of response taken into account only:	2
Whole response not taken into account:	1

Elsewhere (villages, countryside or no specified location)	
1. Response Rate	
Total No. of Responses:	23
Responses from Residents	13
Responses from Organisations	10
Total No. of Petitions:	0
2. Options under Consideration	
All Sites	
Hemel Hempstead:	
D1	Featherbed Lane
D2	Felden (Featherbed Lane)
D15	Highwood (Holtsmere End Lane)
D19	Cupid Green Lane
D20	Grovehill
D21	Polehanger Lane
D22	Fields End Lane
D23	Long Chaulden
D24	Leverstock Green (Bedmond Road)
Berkhamsted:	
D3	Berkhamsted (Swing Gate Lane)
D4	Ashlyns Hall (Swing Gate Lane)
D5	Sandpit Green (Swing Gate Lane)
D6	Dudswell Lane

Tring:	
D7	Upper Dunsley (London Road)
D8	Marshcroft Lane (SE Side)
D9	Marshcroft Lane (NW side)
D10	Little Tring Road
D11	Icknield Way (South side)
D12	Icknield Way (North side)
D25	Land adjacent Longbridge Close
Bovingdon:	
D16	Longcroft (Longcroft Flaunden Lane)
D17	Bovingdon (Green Lane)
D18	Bovingdon (Airfield)
Markyate:	
D13	Windmill (Windmill Lane)
D14	The Ridings
Bourne End:	
D26	Land adj. Bourne End Industrial Estate

3. Response Details

Clear opposition(s):	
Overview of residents' views:	<p>Sites should be placed according to suitability not by size of settlement.</p> <p>Distribution should consider the size of adjacent settlements and should not be allocated purely on dividing sites between settlements – they should meet identified need in the borough.</p>
Overview of organisations' views:	<p><u>Environment Agency:</u></p> <p>Site D6 sits quite close to Flood Zones 2 & 3 and is therefore potentially inappropriate. Additionally D6 and D25 are in close proximity to main rivers.</p> <p>Site D26 however, is not in flood zone 2 & 3 as suggested by C4S.</p> <p><u>Rapleys:</u></p>

	<p>None of the sites should be promoted in advance of the Core Strategy - particularly the case for sites D22 and D23 which lie within the site specifically identified by the SHLAA as having potential for housing at Pouchen End</p> <p>Site D15 should be delayed in case land at Holtsmere End is allocated for housing.</p> <p><u>Norbert McCabe – Gypsy Liaison Officer:</u></p> <p>The Scott Wilson report used a reasonable approach to ranking the sites in order to short list them. The ultimate decision however, should lie with the Council. Any new sites should be accessible from principal roads.</p> <p>D6 is too isolated and vulnerable to go forward.</p> <p><u>Savills:</u></p> <p>Following guidance of the ODPM circular 01/2006, the following locations are considered appropriate: D1, D6, D10, D11, D15, D18, D23.</p> <p><u>The Crown Estate:</u></p> <p>Given the proximity to residential areas the St Albans Gypsy and Travellers sites should have been referred to in this consultation.</p> <p><u>Hertfordshire County Council:</u></p> <p>Most sites may contain archaeological remains.</p> <p><u>Friends, Families & Travellers (FFT):</u></p> <p>FFT have some concerns about the implicit assumption about the size of sites. “One size does not fit all”. There will be a need for a variety of sites in terms of size, design and tenure (both private and RSL, and local authority operated) to meet the needs of those that are intended to be catered for.</p> <p>On-site focus groups should be organised to ensure that Gypsies and Travellers are able to have effective input to the process.</p> <p><u>Herts Biological Record Centre (HBRC):</u></p>
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	<p>HBRC requests that all sites are carefully assessed for the potential effect on wildspace or nearby wildlife sites. Management of new Gypsy and Traveller sites is important to prevent unwanted human activity (e.g. disposal of waste material). There may also be opportunities through possible horse grazing and/or enhancement of wildspace boundaries.</p>
<p>Breakdown of responses (Objections to site options):</p>	<p>D1 – 2 objections D2 – 1 objection 20 – 1 objection D21 – 1 objection D22 -2 objections D23 – 3 objections D3 – 2 objections D5 – 2 objections D6 – 3 objections D7 – 1 objection D8 – 1 objection D10 – 2 objections D11 – 2 objections D12 – 1 objection D25 – 2 objections D16 – 1 objection D17 – 1 objection D18 – 2 objections D26 – 1 objection</p>
<p><i>Environmental Issues</i></p>	<ul style="list-style-type: none"> • Specific sites lie within Flood Zones 2 & 3 i.e. D6 and D25 • The following sites may have archaeological remain in situ: D1, D2, D3, D5, D6, D7, D8, D10, D11, D12, D16, D17, D18, D21, D22, D23, D25, D26. • There are ecological implications to take into account for all sites.
<p><i>Social Issues</i></p>	<ul style="list-style-type: none"> • Strain on local services and facilities e.g. the hospital, doctors, dentists and schools. • Distribution needs to consider the size of adjacent settlements and should not be allocated purely on dividing sites between settlements as such.

Traffic Issues	<ul style="list-style-type: none"> Sites should be located near principal roads. 	
4. Petition Details		
Clear opposition(s):	None	
Breakdown of responses (objections to site options):	-	
5. Smaller Settlements in the Borough (Q4a)		
Should not have more than one G&T Site	Agree	Disagree
<i>Berkhamsted</i>	5	3
<i>Bovingdon</i>	5	4
<i>Markyate</i>	5	3
<i>Tring</i>	6	3
Summary of reasons for disagreeing:	<ul style="list-style-type: none"> Sites should be placed according to suitability not by size of settlement. There should be no more sites anywhere. One site in the whole of Dacorum is enough. The area cannot cope with the closure of the hospital and schools. Sites should be placed as near to fire and rescue services as possible and not located too rurally. Distribution needs to consider the size of adjacent settlements and should not be allocated purely on dividing sites between settlements. The merits of individual sites should be considered. A choice and variety of location across the borough should be sought. Sites should not be restricted to one site per small settlement. Sites should be provided to meet the identified need in the borough. 	

6. Elimination of Options (Q4b)		
Should site scoring '3' be eliminated?	Yes	No
	4	3
Summary of reasons if 'No'	<ul style="list-style-type: none"> Given the sorts of problems in the past with finding sites and likely public opposition it may prove prudent to keep category 3 sites in reserve. 	
7. Additional Sites Suggested (Q5)		
Are there any further sites?	Yes	No
	3	10
Sites suggested:	<ul style="list-style-type: none"> Any site should be based on the criteria set out in Circular 01/2006, "Planning for Gypsy and Traveller Caravan Sites". Sites should be directed to principal roads so that Gypsies and Travellers can access a range of facilities. H/o10 Woodland belt, Maylands Avenue. 	
8. Preferred Sites (Q6)		
Sites in whole of Borough:	<p>Hemel Hempstead:</p> <p>D1 – 5 D15 - 6 D19 - 2 D23 - 1</p> <p>Berkhamsted:</p> <p>D3 - 3</p> <p>Tring:</p> <p>D11 - 7 D12 - 1</p> <p>Bovingdon:</p> <p>D17 - 1 D18 – 5</p> <p>Bourne End:</p>	

	D26 - 1
9. Total No. of Inappropriate Comments	
Part of response taken into account only:	1
Whole response not taken into account:	2

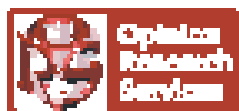
APPENDIX 3:
**Citizens' Panel Survey (Opinion Research Services,
February 2009)**

Potential Sites for Gypsies and Travellers

Research Study Conducted for Dacorum Borough Council

February 2009





Opinion Research Services The Strand, Swansea SA1 1AF

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Michael Davies

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Chapter 1: Introduction

The Survey

- 1.1 Opinion Research Services (ORS) was commissioned by Dacorum Borough Council to undertake a survey. The Council wished to examine residents' views on potential settlements for gypsies and travellers in the borough.
- 1.2 Panellists were provided with an information booklet and a series of maps illustrating potential settlements. They were also given a selection of frequently asked questions to aid with them filling out the questionnaire.

Methodology

- 1.3 The survey was designed to produce results that are representative of the population of Dacorum Borough. The research comprised a total of 1090 postal questionnaires sent to Dacorum Borough Council panellists of which 402 were returned. This yielded a response rate of 37%. The questionnaire was distributed on 15th December, 2008 and the survey was closed on 8th January 2009.
 - Detailed breakdowns by the following variables are contained in the tables which have been provided under a separate cover.
 - Gender
 - Age
 - Employment Status
 - Ethnic Origin
 - Housing Tenure
- 1.4 The tables that appear without commentary on the following pages show the profiles of the responses to the survey. (Please note that the figures may not always sum to 100% due to slight rounding errors).
- 1.5 Please note * denotes a percentage which is less than 1%

Figure 1
Gender, by all respondents

Gender – All Respondents	Un-weighted cases	Un-weighted data (response)	Weighted data
Male	268	52%	47%
Female	189	48%	53%
Not Known	5	-	-

Figure 2
Age, by all respondents

Age – All Respondents	Un-weighted cases	Un-weighted data (response)	Weighted data
18-24	34	4%	10%
25-34	66	17%	28%
40-44	227	57%	43%
65 and over	11	3%	2%
Not known	7	-	-

Figure 3
Housing Tenure, by all respondents

Housing Tenure – All Respondents	Un-weighted cases	Un-weighted data (response)	Weighted data
Owner occupied	268	80%	73%
Social Housing	43	11%	12%
Rented privately/other	9	3%	6%
Not known	17	-	-

Figure 4
Employment Status, by all respondents

Employment Status – All Respondents	Un-weighted cases	Un-weighted data (response)	Weighted data
Working - full-time employee	366	82%	48%
Working – part-time employee	52	12%	14%
Working – self-employed	38	9%	8%
Not working – retired	106	27%	12%
Not working – looking after the home	18	5%	6%
Not working – unemployed and available for work	5	1%	2%
Not working – on a government training scheme	0	0%	0%
Not working – full-time student/other	2	1%	1%
Not working – permanently sick/disabled	3	1%	2%
Not working – other	3	1%	1%
Not known	8	-	-

Figure 5:
Ethnic Origin, by all respondents

Ethnic Origin – All Respondents	Un-weighted cases	Un-weighted data (response)	Weighted data
White	381	98%	97%
Non-White	8	2%	3%
Not Known	13	-	-

Interpretation of the Data

- ¹⁶ Although the survey was distributed to all panel members, the returned sample can be unbalanced due to non-response by some members. Therefore, the survey results are, where necessary, weighted to correct any imbalances in the returned sample.
- ¹⁷ Comparative data was available for gender, age, ethnic group, tenure, and area. Results were checked against these and then subsequently weighted by housing tenure, age and gender.
- ¹⁸ Where percentages do not sum to 100, this may be due to computer rounding, the exclusion of “don’t know” categories, or multiple answers. Throughout the volume an asterisk (*) denotes any value less than half a per cent.

Acknowledgements

- ¹⁹ ORS would like to thank Claire McKnight, Sara Hamilton and Richard Blackburn for their help and assistance in developing the project. We would also like to thank the 402 people who took part in the survey, without whose valuable input the research would not have been possible.

Publication of Data

- ²⁰ As with all our studies, findings from this survey are subject to our Standard Terms and Conditions of Contract. Any press release or publication of the findings of this survey requires the advance approval of ORS. Such approval will only be refused on the grounds of inaccuracy or misrepresentation.

Chapter 2: Key Findings

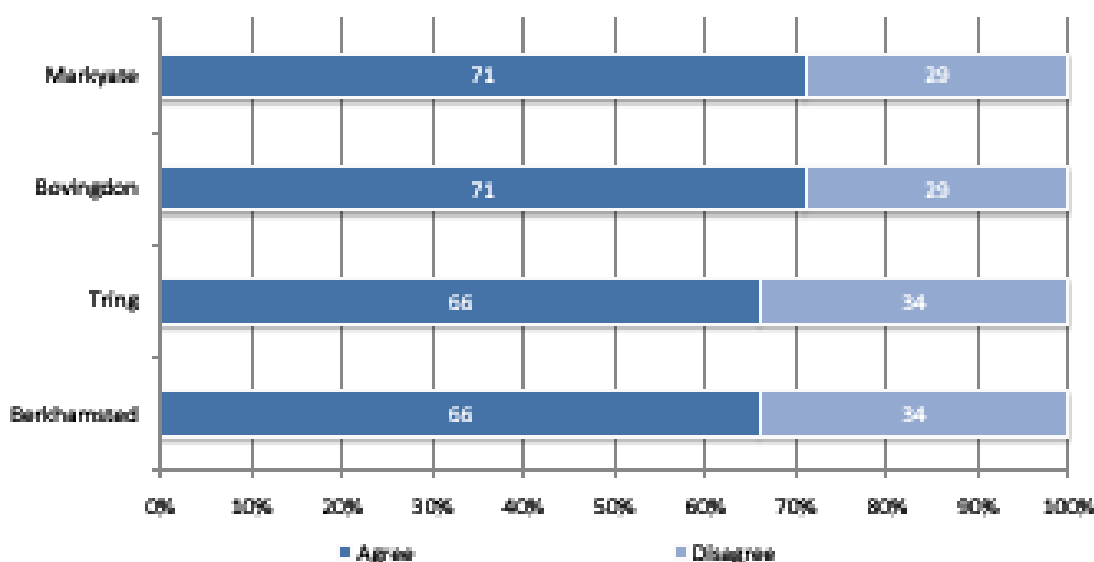
- ^{2.1} At least two thirds of respondents agreed that none of the areas should have more than one site because they are smaller than Hemel Hempstead. They were most likely to say this for Markyate (71%).
 - ^{2.2} Just under a quarter of respondents (24%) stated that 'Berkhamsted is larger/has more potential locations' suggesting that they agreed the other sites should not have more than one site. A similar percentage (22%) stated that the same for Tring.
 - ^{2.3} Just under three quarters of panellists (71%) stated that they think all sites with a scoring of '3' should be eliminated from further consideration. Responses were consistent across all sub groups.
 - ^{2.4} Of those who stated that they don't think sites with a ranking of '3' should be eliminated from consideration the most popular reason given was that 'all possible sites need to be looked at' (28%). A further 22% stated they disagree with the scoring.
 - ^{2.5} Less than a fifth of respondents (19%) indicated that they believe there are other sites or locations they consider to be suitable for Gypsy and Traveller sites.
 - ^{2.6} Of the areas specified in Appendix 1, respondents were significantly more likely to list Bovingdon (airfield) as the most preferable location for a new site (71%).
 - ^{2.7} More than half listed Icknield Way (south side), Featherbed Lane and Highwood (Holtsmere End Lane) as preferable (54%, 52% and 51% respectively).
-

Chapter 3: Settlements in Dacorum

- 1.2 At least two thirds of respondents agreed that none of the areas should have more than one site because they are smaller than Hemel Hempstead. They were most likely to say this for Markyate (71%).
- 1.2 Respondents aged 65 and over were significantly more likely to agree that none of the areas should have more than one site.
- 1.2 Those aged 18-39 were significantly less likely to agree with this for Tring (52%).

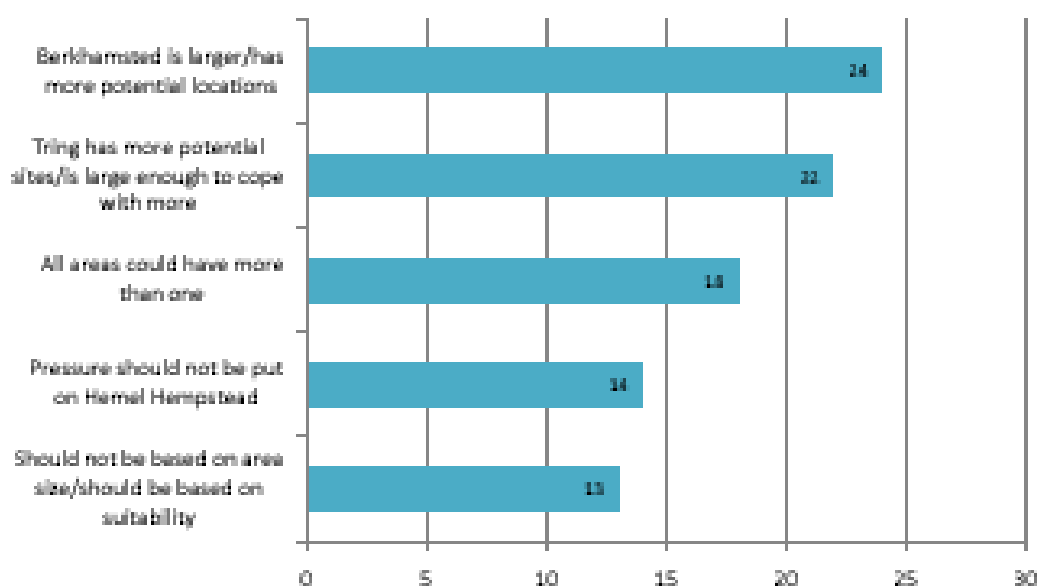
Figure 6

The Council needs to establish some principles as a basis for making decisions on which locations or sites to examine more closely. Because the settlements listed below are smaller than Hemel Hempstead do you agree or disagree with the following...? ... should not have more than one site. By all respondents



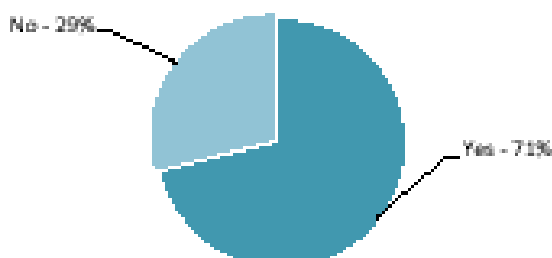
- 1.4 Respondents were asked to specify why they disagreed that the sites specified in figure 6 should not have more than one site. Although they were asked to specify the site they were referring to the majority of respondents gave general answers.
- 1.5 Just under a quarter of respondents (24%) stated that 'Berkhamsted is larger/has more potential locations' suggesting that they agreed the other sites should not have more than one site. A similar percentage (22%) stated that the same for Tring.
- 1.6 A further 18% stated that all areas could have more than one site.

Figure 7
Please give your reasons if you disagree with any of the statements in A.1a, specifying which statement(s) you disagree with. By those who gave general reasons. Top 5. By all respondents



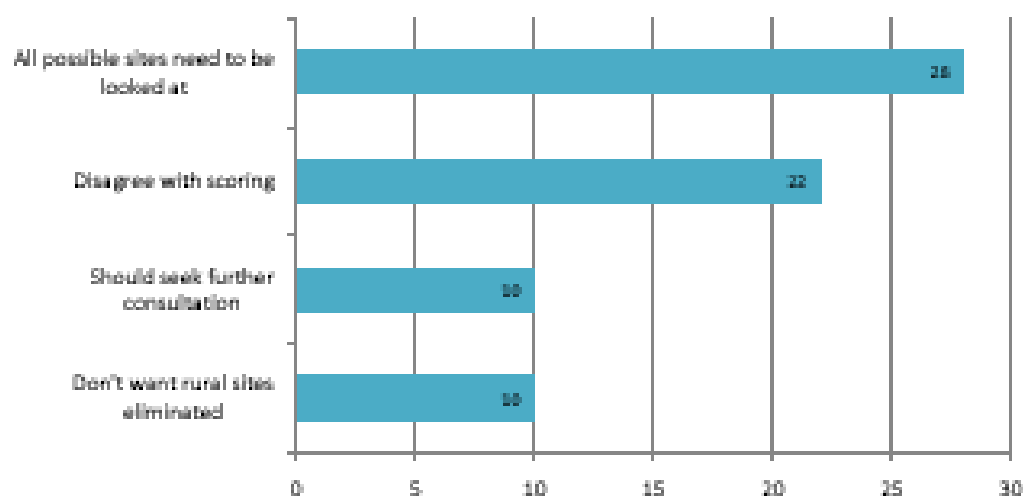
- 1.7 Just under three quarters of panellists (71%) stated that they think all sites with a scoring of '3' should be eliminated from further consideration. Responses were consistent across all sub groups.

Figure 8
Do you think that as the lowest ranked sites, all those with a scoring of '3' should be eliminated from further consideration? By all respondents



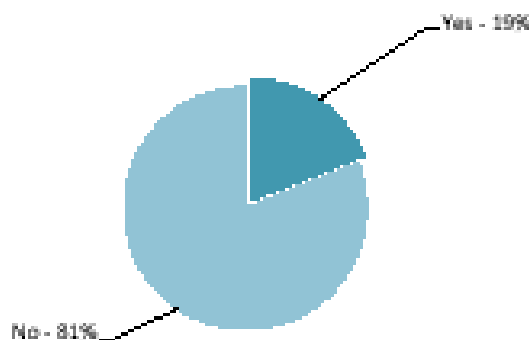
1.8 Of those who stated that they don't think sites with a ranking of '3' should be eliminated from consideration the most popular reasons given was that 'all possible sites need to be looked at' (28%). A further 22% stated they disagree with the scoring.

Figure 9
If no please give your reasons? Top 4. By all respondents



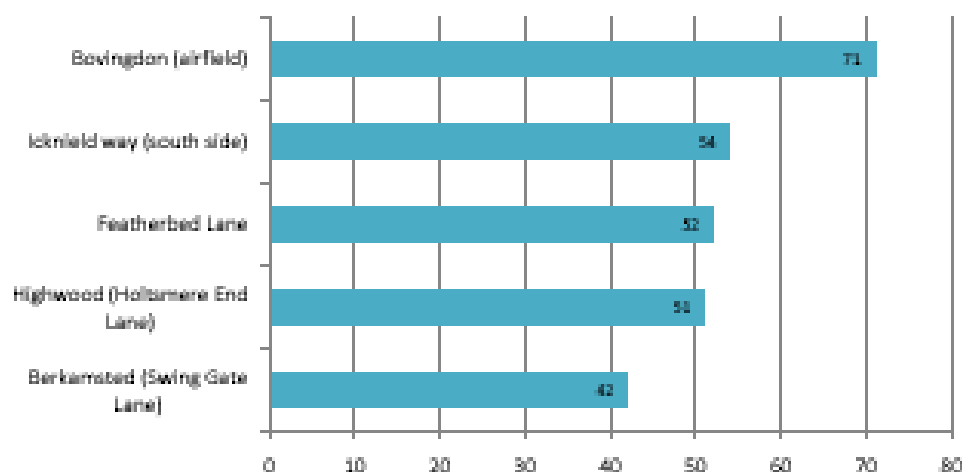
1.9 Less than a fifth of respondents (19%) indicated that they believe there are other sites or locations they consider to be suitable for Gypsy and Traveller sites. Of those the most popular area given was 'Buncefield' (16% - 10 respondents).

Figure 10
The Council has listed all locations/sites in Dacorum that are considered to be possible in Appendix 1. Are there any other particular sites or locations in Dacorum you consider to be suitable for Gypsy and Traveller sites? By all respondents



- 1.10 Of the areas specified in Appendix 1, respondents were significantly more likely to list Bovingdon (airfield) as the most preferable location for a new site (71%). Respondents with a long term disability/illness were significantly less likely to state this (59%).
- 1.11 More than half listed Icknield Way (south side), Featherbed Lane and Highwood (Holtsmere End Lane) as preferable (54%, 52% and 51% respectively). Those aged 65 and over were significantly less likely to prefer Featherbed Lane as a location (31%).

Figure 11
The Council must find locations for new sites in Dacorum. Using Appendix 1, please list the 5 most preferable sites in your opinion? Top 5.
By all respondents



**APPENDIX 4:
Gypsy and Traveller Consultation (Vision
Twentyone, December 2009)**

**DACORUM BOROUGH COUNCIL
LOCAL DEVELOPMENT FRAMEWORK
SITE ALLOCATIONS DPD: SUPPLEMENTARY ISSUES
AND OPTIONS
GYPSY AND TRAVELLER CONSULTATION**

December 2008

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Goody and Traveler Consultation - Site Allocations DPD: Supplementary Issues and Options Paper

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1.0 EXECUTIVE SUMMARY

- Dacorum Borough Council is in the process of converting existing development policies into the new Local Development Framework format, which will include a Site Allocations Development Plan Document (DPD). Part of the role of the Site Allocations DPD will be to allocate land to meet the need for the provision of more Gypsy and Traveller sites in the Borough. The Council has recently consulted on potential sites during November/December 2008, and this report forms part of that process.
- Vision Twentyone were commissioned by Dacorum Borough Council to undertake a number of face-to-face interviews with members of the local Gypsy and Traveller community to gain an understanding of their views on the sites that have been put forward, identifying important factors to take into account when considering future site provision.
- Vision Twentyone interviewed twenty-two members of the Gypsy and Traveller community over the course of two days face-to-face interviewing. This included both those currently living on and off sites. One interview was carried out over the telephone.
- All interviewees agreed that the factors identified by the Council were indeed key factors to consider, however some were highlighted as being particularly important to the Gypsy and Traveller Community. Key themes included the proximity of the site to services and facilities, potential impact on existing settlement and residential land uses and proximity to existing sites. Size of site was also considered very important.
- Members of the Gypsy and Traveller community would like to see the provision of smaller sites. Those interviewees living on larger sites felt that a site of around fifteen pitches would be a reasonable size. Conversely those living on smaller sites or had lived on smaller sites of around six pitches felt that a site of fifteen pitches would be far too large and that sites should ideally accommodate between six to eight pitches.
- There was a clear split of opinion between those who were residing on a County Council run site who favoured such managed sites, and members of the community who were, had previously, or hold aspirations to live on and manage a site in the future, who favoured privately managed sites.
- In the majority of the interviews the interviewee had a limited and more localised knowledge of the Borough.
- Where interviewees were unable to provide any detailed comments on possible sites a number referred back to some of the criteria they feel it is important to consider when assessing the suitability of future sites.

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- Those interviewed were of the opinion that future sites should be spread across the Borough, with a preference for no more than one Gypsy and Traveller site in each settlement. Hemel Hemstead was the exception as it was considered this may be able to accommodate an additional site, due to the size and nature of the settlement. However, a site on the south side of the town was preferred as this was felt to be a reasonable distance from the existing Three Cherry Trees Lane site.
- Bovington was identified as a favourable location for a future site. This is because of its location being in the south of the Borough, positioned away from the two existing Council managed sites.
- Whilst it was felt by some interviewees that Berkhamsted would be an appropriate location for a Gypsy and Traveller site, a number of references were made to the likelihood that planning permission would be approved for a site in that area/settlement.
- Interviewees commenting on sites in Tring highlighted a concern that any new sites would be near to the existing Gypsy and Traveller site at Long Marston.
- Some interviewees felt that Hemel was substantial enough in size, providing a considerable number of services and facilities to be able to accommodate a further site for Gypsies and Travellers.
- The majority of respondents did not believe that transit provision was required within the Borough. However, some of the interviewees recognised the benefit of having transit provision enabling travelling families to have a place to stay on for a short time that was 'off the road'. If transit pitches were to be provided in the future it was thought that these should be County Council run.
- During the interviews a number of issues were raised relating to Gypsy and Traveller site provision which did not directly relate to the Site Allocations DPD, these included site design, accommodating future growth and existing sites.
- The Council should continue to consult with the Gypsy and Traveller Community when it reaches the next stage in the site allocations process and should consult on site design.

2.0 INTRODUCTION

2.1 The Local Development Framework and Site Allocations

Following the introduction of the Planning and Compulsory Purchase Act 2004, Dacorum Borough Council, like all other local authorities, is in the process of converting existing development policies into the new Local Development Framework format. As part of the Local Development Framework process Dacorum Borough Council will produce a Site Allocations Development Plan Document (DPD) specifically intended to identify new sites that may be promoted for particular uses. Examples include as housing or employment and broader designations such as the location of town and village boundaries. Part of the Site Allocations DPD will allocate land to meet the need for the provision of more Gypsy and Traveller sites in the Borough.

To date, Dacorum Borough Council has consulted residents on the Issues and Options as part of the production of its Site Allocations DPD. The Issues and Options document sought comments on a number of themes relating to the location of, and future provision for Gypsy and Traveller sites in the Borough. Following the Site Allocations DPD Issues and Options consultation, a further document (Site Allocations DPD: Supplementary Issues and Options Paper, (November 2006)) was produced by the Council, which included a list of potential sites, to look in more detail at the future provision for Gypsy and Traveller communities within the Borough. The challenge is to find the best sites not only for Gypsies and Travellers themselves, but also for the settled community.

2.2 Purpose of the consultation

The Single Issue Review of the East of England Plan contains a new policy which would require Dacorum Borough Council to provide 15 new pitches in the next three years, with a further 44 pitches being provided by 2031. There are 26 sites identified that may be suitable, located across the main settlements in the Borough. As part of the consultation on the supplementary 'Issues and Options' during November/December 2008 the Council appointed Vision Twentyone to advise on, and implement an effective consultation strategy to:

- consult with the local Gypsy and Traveller community within Dacorum undertaking a number of face-to-face interviews
- design and facilitate the interviews to ensure that they aid understanding, use appropriate techniques and recording mechanisms
- prepare this report for Dacorum Borough Council, which records the views of the local Gypsy and Traveller community on a series of questions concerning the suitability, concentration and nature of future sites and can be used as part of the evidence base for the Local Development Framework, (a list of the questions discussed during the face-to-face interviews is provided at Appendix One).

The consultation supplements and complements the work undertaken by Dacorum Borough Council to consult key stakeholders, the settled community and statutory consultees on the Site Allocations DPD: Supplementary Issues and Options Paper.

2.3 The value of stakeholder engagement in the LDF process

A key driver in the LDF process is the involvement of communities in the development and planning system. It is acknowledged that a front-loaded, effective and participatory consultation programme for Development Plan Documents will lead to improved policies and proposals, and greater community ownership of the resultant document.

PPS12 (June 2008) places the onus on Local Authorities to consider who should be involved in the preparation of DPDs and to therefore take steps that they consider appropriate to involve them. PPS12 establishes that Development Plan Documents must be *deliverable* rather than *aspirational* and in relation to consultation:

- the community and key stakeholders must be involved from the start – work should be linked with the Sustainable Community Strategy; an evidence base should be established which has input from stakeholders who have the specialist knowledge and data
- options should be worked up in consultation with the community and stakeholders.

The overall consultation programme for the Site Allocations DPD must also adhere to the principles in the Council's adopted Statement of Community Involvement (SCI) (June 2006). The SCI established that statutory consultees, stakeholders (identified in the SCI) and communities in the vicinity of the sites proposed were to be engaged at this stage of the production process.

2.4 Methodology

Vision Twentyone facilitated discussion with members of the local Gypsy and Traveller community through a series of face-to-face interviews. A discussion guide was produced in conjunction with Dacorum Borough Council to explore the views of the Gypsy and Traveller community (see Appendix One). The discussion guide and accompanying maps were designed to reflect the issues around future provision of Gypsy and Traveller sites. The discussion with members of the Gypsy and Traveller community focused around the following key themes:

- site suitability and requirements
- size
- management
- possible sites
- types of provision.

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To aid discussion, interviewees were also able to view a number of maps highlighting the locations of the sites under discussion. Copies of the maps and a list of the potential sites are provided at Appendix Two.

Liaising with the Gypsy Section of Hertfordshire County Council, interviewees were sourced from the two existing Gypsy and Traveller sites within Dacorum (Long Marston and Three Cherry Trees in Hemel Hempstead) and Gypsy and Traveller families living in houses within the Borough. Interviews were also carried out with members of the community who had a history of residing within the Borough, but were currently living out of the area.

Twenty-one members of the Gypsy and Traveller Community were interviewed over the course of two days face-to-face interviewing. One interview was carried out over the telephone. The face-to-face interviews were carried out on an individual basis, or in small groups of two or three to ensure that the discussions were conducted in a format that respondents were most comfortable with. Where interviewees were in agreement interviews were recorded, otherwise notes were taken during the interview. All participants were assured of confidentiality.

2.5 Appreciation

Vision Twentyone would like to extend thanks to the Gypsy Section of Hertfordshire County Council and to all those who kindly took part in the interviews.

This report is based on research undertaken by the study team and the analysis and comment thereafter does not necessarily reflect the views and opinions of the Borough Council.

3.0 CONSULTATION FINDINGS

3.1 Overall findings

This section reviews the key findings of the consultation with members of the Gypsy and Traveller community. It will examine views on site size, suitability and requirements, management, possible sites and types of provision.

3.2 Site requirements

Discussion with all the interviewees commenced with an overview of the key aspects/criteria that the Council are advised (for example through Government Circular 01/2006) are particularly important when choosing sites. Interviewees were given examples of the key factors the Council will consider when choosing sites such as the availability of the site, its proximity to nearby housing, access, and impact on any nearby settlements. Members of the Gypsy and Traveller community were asked if they agreed with these and if any were of particular importance (please refer to attached discussion guide in Appendix One for full list of considerations).

All interviewees agreed that these were indeed key things to consider, however some were identified as being particularly important to the Gypsy and Traveller Community. They were:

- **Proximity to local services and facilities**

All those interviewed noted that the closeness of a site to local services and facilities was particularly important to them and should be one of the key Council considerations when looking at future provision. It was noted as being particularly important to be located within a reasonable distance of schools, doctors surgeries and shops. Interviewees reasons for needing these services within close proximity often related to the age of a resident, their mobility, or if they had children.

"Sites should be close to a village especially if they have got kids as they need an education in this day and age."

"Some sites they build too far out and then old people can't get to the facilities, like they can't get to the services or the local shop or the post office."

"A lot of people want a place a bit in the countryside but near enough to facilities like schools and doctors."

- **Potential impact on existing settlement and residential land uses**

Bearing in mind the need to be close to local services and facilities, interviewees also considered that there was a need to keep some degree of separation from a site for the Gypsy and Traveller community and the settled population. It was highlighted that an area of separation would benefit the Gypsy and Traveller community and settled community alike. Interviewees noted an awareness of the hostility they often face through the introduction, or possible introduction of a new site into an area and the

fears that members of the settled community often have of a Gypsy and Traveller site being introduced into a settlement. It was felt that by locating sites a reasonable distance from the main settlements a compromise could be reached with both communities. There was a feeling that both communities needed to mix to enable a better understanding to develop. A number of interviewees felt that larger settlements may be able to absorb a new site with less difficulty and would offer a wider range of services and facilities than perhaps a smaller village would.

"You want to keep sites out a little bit but not too far out. Just nicely so everybody can be friends with each other, and if they can start mixing with people from the local town so everybody can get to know each other and start working along with them."

"Sites should not be too far out in the country. People have to learn to live together and mix together."

"No matter where you build a travelling site people are going to object. So you have to play ball and find a compromise with both communities."

- **Proximity to existing sites**

Whether there are any other existing Gypsy and Traveller sites in the vicinity was also a key issue to some interviewees when considering future Gypsy and Traveller site provision. Many of those interviewed that were residents on existing sites stated that they would not wish to see another site being provided too close to them. This was particularly evident in discussion with those living in a small village. There appear to be a number of reasons for this, the main ones being a fear from the Gypsy and Traveller community of a new group of people coming into an area close to them when they have a good relationship with the settled community. It was felt that a new group of people could cause problems with the settled community and damage a relationship that been established over a number of years.

There was also recognition amongst interviewees that the Gypsy and Traveller community often got 'tarred with the same brush', and it was very easy for a small minority of the community to cause trouble and for this behaviour to be associated with the whole community. Proximity of sites to each other was also noted as an issue that needed to be considered in relation to any impact this would have on the existing settlement. Some respondents felt that sites too close to each other could overwhelm the settlement making it harder for the sites to integrate with the settled community and possibly put pressure on local services such as schools.

"Sites should be spread out. [I'm] Afraid that if there are too many sites in one place, if one family were to cause trouble then people from the other site may get tarred with the same brush."

"We don't want another site near us there is not enough population [within the settled community in the village]."

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Once interviewees had discussed the considerations from the list that they felt were most important, they were asked to identify any further criteria that they felt was particularly important for the Council to consider when looking at the future provision of Gypsy and Traveller sites. A significant majority of those interviewed stated that the size of a site was one of the most important aspects to them when considering site suitability as it was one of the first factors that came up in discussion. This report goes on to look at site size in more detail in Section 3.3 below. There were three key reasons why site size was particularly important to interviewees:

- Relationships within the Gypsy and Traveller Community
- Management; and
- Relationship with the settled community.

3.3 Site size

The Council are keen to ensure that any new sites are of the right size. Government design advice suggests sites of around fifteen pitches and interviewees were asked to give their feelings on this number, give their recommendations for the size of future sites and their reasoning behind their recommendations. It is worth noting at this point that views on site size and interviewees opinion on the possible fifteen pitches correlated with the experience of any sites that they had previously resided on, or the size of the site on which they were currently living.

All respondents without exception would like to see the provision of smaller sites in the future. Those interviewees living on larger sites felt that a site of around fifteen pitches would be a reasonable size. Whereas those living on smaller sites or who had lived on smaller sites of around six pitches felt that a site of fifteen pitches would be far too large and that sites should ideally accommodate between six to eight pitches. There was a clear split over site size with half of the interviewees (11 of the 22) noting a preference for around 6- 10 pitches per sites, with the other half noting a preference for sites of around 15 pitches.

"Fifteen pitches on a site is too big..about six pitches is the best site size, maximum about eight."

"I think the wisest thing would be to build it for between six and eight – six and ten."

"Six pitches is a good size [for a site]."

"Sites should not be too big."

"Think about 15 pitches is just right, anything larger and they would be too much trouble."

"Any more than 15 would be too big and get very hard to manage."

Members of the Gypsy and Traveller community were then asked to identify the benefits of providing the size of site they had identified as being the most

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appropriate. Again, the different perceptions of those living or previously living on large sites of around thirty pitches have when compared with those who predominantly have experience of much smaller sites of around six pitches should be borne in mind.

- **Relationships within the Gypsy and Traveller Community**

There was a feeling amongst all those interviewed that the provision of smaller sites would result in less difficulties within the Gypsy and Traveller Community itself. Respondents noted a preference towards living with people on a site that are either members of the extended family, or families they have an understanding of and close relationship with. There were a number of interviewees who gave examples of issues they had in the past as a result of sites being too mixed and new people being introduced on a site.

"Sites should be around six pitches, that way you can have one family on a site. If you start going above this size this is when you start getting trouble."

"The smaller the site the better. [You get] More trouble on large sites. Fifteen pitches is too large. It means that people are mixed and people don't get on."

"Just have one family on there and then everyone gets on."

"Smaller the better, less trouble when you don't mix different types of travellers."

- **Management**

A number of interviewees noted the relationship between the size of a site and its management, expressing the opinion that they felt smaller sites were easier to manage. One of the main reasons for this is the relationships within the Gypsy and Traveller community as described above. It was felt that just having one family or members of an extended family on a site made it easier to manage. General maintenance on a smaller site was also thought to be easier.

"A mixed crowd is harder to manage. If you have the right management on a site you can keep the site nice."

"Smaller sites are easier to manage."

"Any more than 15 would be too big and get very hard to manage."

- **Relationship with the settled community**

A few interviewees raised the issue of the Gypsy and Traveller community's relationship with the settled community. It was suggested that the provision of smaller sites may also be of benefit to the settled community and the size of the settlement should be taken into consideration when looking at the size of site to provide.

"Towns should have larger sites and villages smaller sites."

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"Towns should have larger sites and villages smaller sites."

"Small sites are not such a burden on the settled community."

When asked whether interviewees felt that other members of their community would hold similar views in relation to site size, a significant majority felt that other members of their community would like to see smaller sites provided. It was noted that exact pitch requirements would often relate to the size of a family or the number of people or extent of extended family that they would like to live with on a site.

3.4 Site management

There are a number of options for the management of future Gypsy and Traveller sites. Interviewees were asked who they would prefer to manage any new sites and the reason for this preference.

This question highlighted a clear split of opinion between those who were residing on a County Council run site who favoured sites managed by them (15 interviewees) and those members of the community who had previously, or currently hold aspirations to live and manage a site in the future (3 interviewees). A number of positive and negative features of both types of management options were identified by interviewees, with four of the interviewees citing that they had no preferred management option.

County Council Management	
Pros	Cons
<ul style="list-style-type: none"> • <i>"The Council have a fault line so you can report anything that goes wrong and they will come out and fix it. They are very good on the response, years ago you used to have to go to the warden."</i> • <i>"The Council know all the rules and regulations and the law."</i> • <i>"Better being managed by the Council, they make sure everything that needs to be done is done."</i> 	<ul style="list-style-type: none"> • <i>"You may get anyone living on a site with you."</i> • <i>"Sites are mixed."</i>

Private Management	
Pros	Cons
<ul style="list-style-type: none"> • <i>The person running the site can choose who resides on the site so there is less likely to be any trouble.</i> • <i>I have never had any problem from the Council. Some sites run by gypsies are okay and work well and others don't, some are too bossy.</i> • <i>Privately run sites are responsible for running and maintaining the sites themselves which has a benefit.</i> 	<ul style="list-style-type: none"> • <i>Sites managed by a Gypsy or Traveller give that person too much control. They can decide who can and can't come into the site.</i> • <i>It would take Travellers a long time to get up to speed on the rules and regulations.</i> • <i>Sites shouldn't be privately managed...there are too many cliques.</i>

Nearly all interviewees stated that the key to successful management of sites relates to the mix of people residing on them, and this was crucial in the success of any site.

The interviewees that were living in caravans but not currently residing on a Council run pitch in the Borough were particularly keen to manage one of the future Gypsy and Traveller sites. A number of these interviewees had past or present experience of living on unofficial encampments within the area. They were very keen for new sites to be provided in the future to allow them and their respective families to reside permanently in the Borough on an allocated site.

A number of comments were made during the interviews, particular by those who would like to see future sites privately run, referring to the difficulty members of the Gypsy and Travelling community have had in the past obtaining planning permission for sites they own.

3.5 Possible sites

In March 2007 the Council published a report that was prepared by consultants Scott Wilson: Accommodation Needs of Gypsies and Travellers in South and West Hertfordshire Stage Two - Identification of Potential Gypsy and Traveller Sites in the Study Area (September 2006). The study identified 24 locations in Dacorum. The locations were considered against a variety of criteria, including proximity to specific local services and facilities (e.g. shops, schools and doctors surgeries etc.), access to the road network, achieving a suitable site size, the ability of sites to be landscaped, and the need for a buffer with existing housing. The study ranked individual locations, sites being ranked from one to three; those sites receiving a score of one being most suitable. Two further sites were put forward by members of the public.

At this point in the discussion interviewees were shown a map of the Borough highlighting the sites being considered by the Council. Interviewees could also view more detailed maps of the settlements with the sites marked on in red, amber or green, corresponding to how they had scored in terms of suitability. Green illustrated the most favourable sites, with red being less suitable. (Copies of the site maps and ranking are provided in Appendix Two)

It is first important to note that each interviewee had a different knowledge of the Borough. In the majority of the interviews those being interviewed had limited knowledge of the Borough as a whole, instead having a more localised knowledge. Interviewees were able to comment and make recommendations on the geographical spread and number of sites in a location. Few were able to comment on specific sites unless they had a prior knowledge of them, or the area in which they are located.

"I can only really comment about from here to Bovingdon as I am familiar with that area."

"[I] Can only talk about the Hemel area as I know that area."

Where interviewees were unable to provide any detailed comments on possible sites some referred back to some of the criteria they feel it is important to consider when assessing the suitability of future sites. It was highlighted that the Council should look at the 26 sites with these in mind. It was felt that if the sites that had been identified as not as suitable (identified in red on the map as scoring '3') when considered against the criteria could be disregarded. Interviewees once again re-affirmed the importance of site size, proximity to other sites, local services and facilities when looking at locations for future Gypsy and Traveller sites.

3.5.1 Site locations

All those interviewed (22 interviewees) were of the opinion that future sites should be spread across the Borough with a preference for no more than one Gypsy and Traveller site in each settlement, with the exception of Hemel Hemstead. The reasons towards the preference to see future sites being geographically spread across Daconum were two-fold. Interviewees already residing on sites within the borough did not want another site close to their existing site. It was also felt that too many sites in one location would have a detrimental impact on the existing settled community in that location.

When asked to clarify why new sites should not be too close to existing sites and spread geographically, some interviewees stated that there would be a far lower potential for conflict between the members of the Gypsy and Traveller community if sites were a reasonable distance apart. It was also felt that smaller sites across the Borough in different locations would be beneficial for the settled community.

"Little sites should be dotted around, this would cause less trouble for the settled community."

"There should not be any more than one site in each area."

"If you put any sites this side of Tring [Long Marston side], Tring would be finished, you see what happens is people bring more and more trailers and family members onto sites and they will take over the place."

3.5.2 Favoured site locations

The areas of Dacorum which interviewees identified as most favourable were:

- **Bovingdon**

It was felt the location of Bovingdon, being to the south of the Borough away from the two existing Council run sites in Dacorum would make it a favourable location for a future site. The site at the airfield (D18-Bovingdon (Airfield)) was highlighted as a positive location, however there was some concern with regard to its possible proximity to the prison, or whether it would cause disruption to the airfield.

"Bovingdon would be in-between and a good location. There are no private sites up there either."

"Site should not be right next to the prison."

"Bovingdon would be a good place on the old airfield."

- **Berkhamsted**

Opinions on the possibility of a site in Berkhamsted were mixed. Whilst it was felt by some interviewees to be an appropriate location for a Gypsy and Traveller site, a number of references were made to the ability to get permission for a site in that area/settlement. One interviewee felt that Berkhamsted may not be suitable as they felt it is too close to the existing site at Long Marston.

"Berkhamsted would be a good location for a site, somewhere in the middle [of the Borough]."

"Tring, Berkhamsted near the by-pass and Bovingdon should have one."

"You won't get a site near Berkhamsted."

"Berkhamsted is too near the existing sites in Long Marston."

A couple of the interviewees noted the suitability of site D3 Swing Gate Lane, referencing its proximity to both the by-pass for access, transport links and close proximity to a school.

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- **Tring**
Interviewees commenting on sites in Tring highlighted a concern that any new sites would be near to the existing Gypsy and Traveller site at Long Marston. Opinions on a possible site here were mixed with concerns also being raised with regard to the Icknield Way sites (D11 - Icknield Way (South side)). It was considered to be too close to the industrial estate, with one interviewee believing that in the past that area of land had been subject to flooding. The site at Little Tring Road (D10) was not thought to be suitable as the track adjacent to it is thought to be regularly used by bird watchers. One interviewee believed the Tesco side of Tring to be an appropriate location for a new Gypsy and Traveller site.

'Not sure if the site next to the industrial site would be a good site [D11].'

- **Hemel Hempstead**
Hemel Hempstead was the exception to the, 'one settlement - one site' view. A number of interviewees (which included some residents of the existing site in Hemel) felt that an additional site could be accommodated. Interviewees felt that Hemel was substantial enough in size, providing a considerable number of services and facilities to be able to accommodate a further site for Gypsies and Travellers.

None of the interviewees in Hemel had specific knowledge of the sites proposed there but favoured the sites on the south of Hemel at Featherbed Lane (D1), or Bourne End (D26) as it was felt that these sites were a reasonable distance from the existing Three Cherry Trees site. When asked specifically if interviewees in Hemel had any comments with regard to the Highwood site (D15) they found it difficult to comment on the specifics, but felt that its location may be too close to the existing site at Three Cherry Trees.

'If there is another site the other side of the town in Hemel it would take the strain off existing sites.'

'One the other side of Hemel would be okay but not too close to the existing sites.'

3.5.3 Possible site suggestions

During the course of the interviews two further sites were suggested for consideration:

- Old Tree Place, Lower Icknield Way, Wilstone - The site is close to the village, has access to main roads and has grazing for horses; and
- Fox Lane (off Fox Road), Tring.

However, these two locations would seem to contradict earlier comments regarding proximity to the existing Long Marston site.

Gypsy and Traveller Consultation - Site Allocations DPD: Supplementary Issues and Options Paper

One interviewee highlighted the area of Kings Langley as a suitable location for a future site and it was put forward that a site search should be undertaken there.

3.6 Transit provision

When asked to consider future provision of transit sites within the Borough the majority of respondents (15 of the 22 interviewed) did not believe that this was something that was required. A large number of those interviewed were aware of the transit site located on the M25 adjacent to the South Mimms service area and believed it to be sufficient to cater for that particular need within the area. Some of the interviewees did recognise the benefit of having transit provision to enable those families travelling to have a place to stay on for a short time that was 'off the road'. If transit pitches were to be provided in the future it was thought that these should be Council run. It was noted that there may not be a need for transit pitches if more permanent pitches were to be provided. It was also noted by two interviewees wanting to manage a site in the future that additional pitches could be provided on sites to accommodate visiting family and friends.

"Transit pitches help get people off the road. It should be on its own and sites should be [County] Council run."

Interviewees main concerns about the provision of transit sites related to people coming and going and not staying in an area for any length of time.

"Most Travellers don't like transit sites as they don't know who is going to come on next."

3.7 Other issues

During the interviews a number of other issues were raised relating to Gypsy and Traveller site provision.

- **Accommodating future growth**

When discussing the need to accommodate for future growth within the Borough some interviewees highlighted the possibility of building new sites that could not only accommodate current need within the Borough, but also accommodate for future growth within them. It was noted that by providing large enough pitches it would be possible for younger members of a family to move into a caravan of their own once married, but remain on the same pitch as their parents. This would dispense with some of the need to continually be finding additional pitches through new sites.

- **Design**

A large number of those interviewed made reference to the design of new sites. Many felt that it would be useful if the Council consulted with them further when sites were in the design stages to ensure that there is a greater understanding of how people live and what people need. This would therefore make the end site design more suitable as it would have

been designed with them, not for them. Design issues that were highlighted during the interviews included:

- Provision should be made for a children's play area.
 - Pitches should be large and the same size within a site.
 - Good design will help sites integrate into the settled community.
 - The same design rules should apply to a Gypsy and Traveller site as the settled community. For example the question was raised as to the need for security fencing round play areas and bunds to contain a site. It was felt that the design of some of the existing sites had the effect of ghettoising the Gypsy and Traveller community living there.
 - Amenity blocks should be practical and well designed.
 - Good design and layout of a site will have a significant impact on how the site is managed and cared for in the future.
- **Existing sites**
Although the majority of interviewees currently residing on a site within the Borough were happy with their site and the way it was managed a few highlighted that they felt that more could be done on the existing sites to improve them, particularly in relation to amenity blocks.

3.8 Demographics of interviewees

3.8.1 Gender

	Count
Male	9
Female	13
Total	22

3.8.2 Age

	Count
Under 16	0
16-24	0
25-34	8
35-44	8
45-54	1
55-64	5
65-74	0
75 and over	0
Total	22

3.8.3 Place of residence

	Count
Site	19
House	3
Total	22

3.8.4 Length of time residing in the area

	Count
0-10 years	9
11 - 20 years	6
21 - 30 years	1
Over 30 years	4
Note: two respondents were not currently living in the area but had a history of living in Dacorum and were keen to return	
Total	22

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 Conclusions

The core findings of the face-to-face interviews undertaken can be found below:

- Sites should be considered against the issues identified by the Council, particularly a site's proximity to services, facilities, existing sites and the potential impact on the settlement.
- In addition to the key things the Council are advised as being important when assessing sites, size should also be a significant determining factor of site suitability.
- The Gypsy and Travellers interviewed expressed a preference for smaller sites, which they believed to be easier to manage, although there were differences as to the appropriate scale.
- Gypsy and Travellers are keen for new sites to be located in close proximity to local services and facilities, whilst maintaining a degree of separation from a settlement to ease integration with the settled community.
- The management of a site should be judged on a site by site basis as there are number of positive and negative factors relating to the management of a site by the County Council or a private interest.
- New sites should be spread across the Borough with no more than one site in each settlement, with the exception of Hemel Hempstead. However, any new sites there should be located on the south side of the town away from the existing Three Cherry Trees Lane site.
- Bovingdon was identified as a favourable location for a future site. This is because of its location to the south of the Borough, positioned away from the two existing Council managed sites.
- Whilst it was felt by some interviewees that Berkhamsted would be an appropriate location for a Gypsy and Traveller site, a number of references were made to the likelihood planning permission would be approved for a site in that area/settlement.
- Interviewees commenting on sites in Tring highlighted a concern that any new sites would be near to the existing Gypsy and Traveller site at Long Marston.
- Some interviewees felt that Hemel was substantial enough in size, providing a considerable number of services and facilities to be able to accommodate a further site for Gypsies and Travellers.
- New sites should not be located close to existing sites.
- If sites score poorly against the criteria identified as being important to the Council they should be discarded, with the ones scoring more favourably being investigated further.
- The Gypsy and Traveller community does not see a current need for transit provision within the Borough despite recognising the benefits to those travelling on the road. If a site were to be provided it should be County Council managed.
- A number of other issues have been raised during the course of the interviews which the Council should consider further, such as the design of sites and accommodating for future growth within new sites.

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4.2 Recommendations

A number of key recommendations have emerged from the interviews:

- The Council should continue to consult with the Gypsy and Traveller Community throughout the Sites Allocations process.
- The Council should consult further with the Gypsy and Traveller Community regarding the design of future sites.

Gypsy and Traveller Consultation - Site Allocations DPD: Supplementary Issues and Options Paper

APPENDICES

Gypsy and Traveller Consultation - Site Allocations DPD- Supplementary Issues and Options Paper

APPENDIX ONE:
Discussion guide questions

DISCUSSION GUIDE QUESTIONS

Consultation with the Gypsy and Traveller Community:

Site Allocations Supplementary Issues and Options Paper

Site requirements

Q1. These are some key things the Council think are important when choosing sites - For example: *(interviewer to give some examples from the list below)*

- Is the site available? - for example, whether the site owner is willing to sell, and whether the timescales for provision are appropriate
- Is the site suitable? - e.g. in terms of pollution/contamination, flood risk, safe access arrangements
- What impact will the site have on the character and appearance of the area?
- Will the site impact on any areas of environmental protection? such as wildlife sites or Areas of Outstanding Natural Beauty
- What impact will there be on nearby residents or other adjoining land users?
- Where is the site and is it close to local facilities? Preference is given to sites within or adjoining settlements with access to local services, e.g. shops, Doctors and schools.
- What impact will there be on the nearest settlement? sites should respect the scale of, and not dominate the nearest settled community
- Is the proposed site near any existing sites?
- Access to public transport such as buses.
- Can the site be properly landscaped?
- Ease of access to main roads.
- Can the site be reasonably separated from any nearby housing?
- Is the site large enough to accommodate the planned number of pitches and other facilities e.g. parking, access road, play areas etc?

Q2. What other things when selecting sites should they take into account that is not already mentioned? Please give your reasons.

Site size

Q3. The Council want to make sure any new site is of the right size. Previous studies have recommended smaller sites of around 15 pitches (about the size of the Ver Meadow site in Redbourn). What do you think is the right size of site?

Green and Traveler Consultation - Site Allocations DPD- Supplementary Issues and Options Paper

- Q4. Do you think other members of your community share your view about the size of sites?

Management

- Q5. Who would you prefer to manage any new site(s)?

Possible Sites

- Q6. These are the locations being considered around Hemel Hempstead, Berkhamsted, Tring, Bovingdon Markyate and Bourne End (interviewer to show map).

- Q7. The Council has indicated those sites (*sites in red on the map and in the list in interviewer note table*) that it believes are less suitable, and may not want to take these forward to the next stage.

Do you agree that they shouldn't be considered anymore?

- Q8. If the Council had to provide several sites, how do you think they should be spread across the borough?

- Q9. If sites need to be provided around Berkhamsted, Tring, Bovingdon or Markyate the Council is asking whether no more than one should be provided in each settlement. Do you agree with this?

- Q10. Do you know of any other sites or locations in Dacorum that may be suitable? Please provide details (and/or mark on a map).

Transit provision

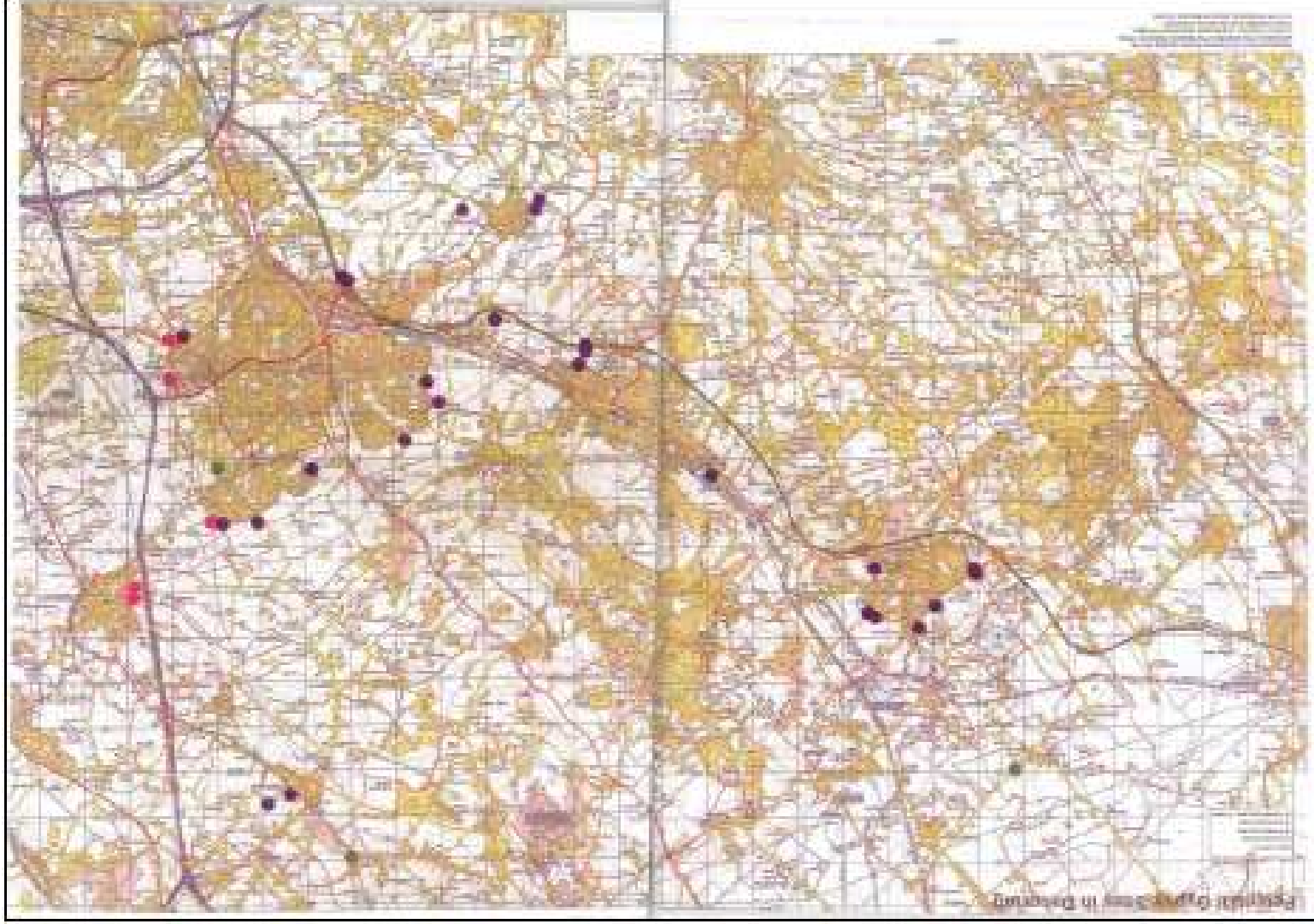
- Q11. Do you think the Council should also provide transit pitches in the Borough?

- Q12. How many of these pitches are needed and how should they be managed?

Gypsy and Traveller Consultation - Site Allocations DPC: Supplementary Issues and Options Paper

**APPENDIX TWO:
Maps and list of potential locations**

Groundwater Contamination - Site Allocations DFO - Supplementary Natural and Cultural Report



Note: Original map provided at interviews at A2

Gypsy and Traveller Consultation - Site Allocations DPD- Supplementary Issues and Options Paper

Hemel Hemstead	Scott Wilson Report Ranking
D1 Featherbed Lane	1
D2 Folken (Featherbed Lane)	3
D15 Highwood (Holtmere End Lane)	1
D19 Cupet Green Lane	2
D20 Grovehill	3
D21 Polehanger Lane	3
D22 Fields End Lane	3
D23 Long Chisden	2
D24 Leverstock Green (Bedmond Road)	3

Tring	Scott Wilson Report Ranking
D7 Upper Dunsley (London Road)	3
D8 Marshcroft Lane (SE Side)	3
D9 Marshcroft Lane (NW side)	3
D10 Little Tring Road	2
D11 Icknield Way (South side)	1
D12 Icknield Way (North side)	3
D25 Land adjacent to Longbridge Close identified by member of the public	No score – separately estimated as being 3.

Green and Traveler Consultation - Site Allocations DPD: Supplementary Issues and Options Paper

Bovingdon	Scott Wilson Report Ranking
D16 Longcroft (Longcroft Flauden Lane)	3
D17 Bovingdon (Green Land)	2
D18 Bovingdon (Airfield)	1

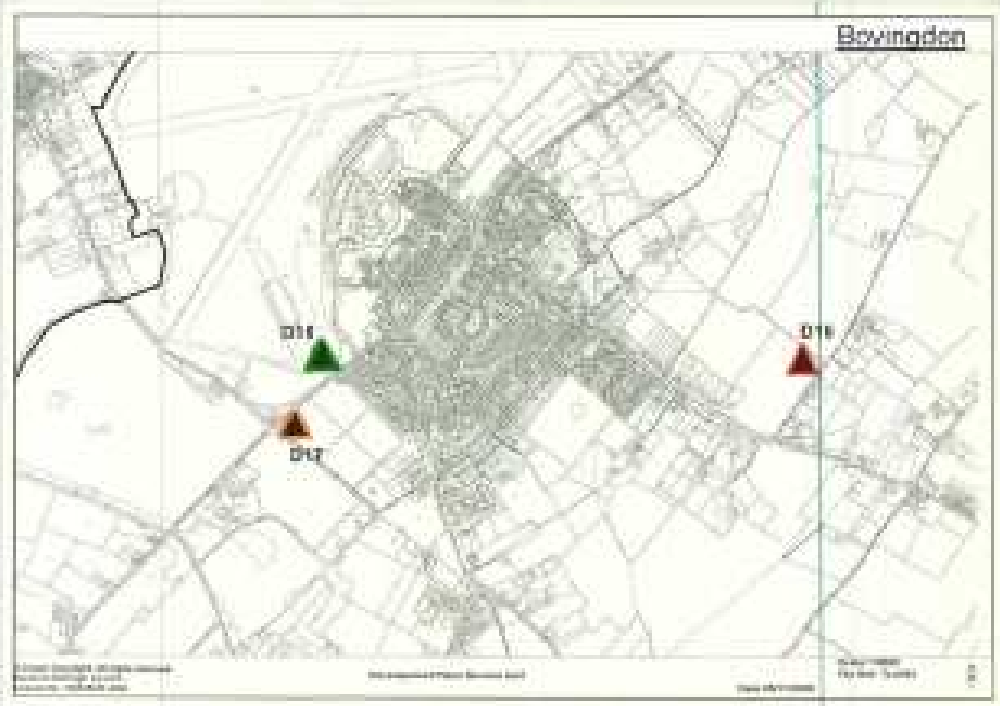
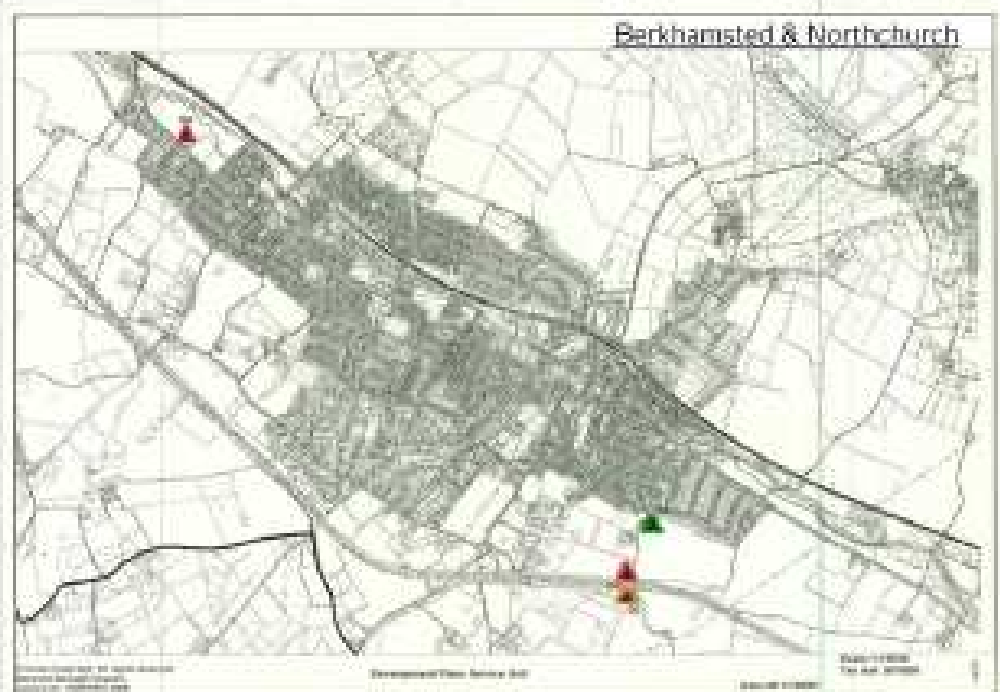
Markyate	Scott Wilson Report Ranking
D13 Windmill (Windmill Lane)	3
D14 The Ridings	3

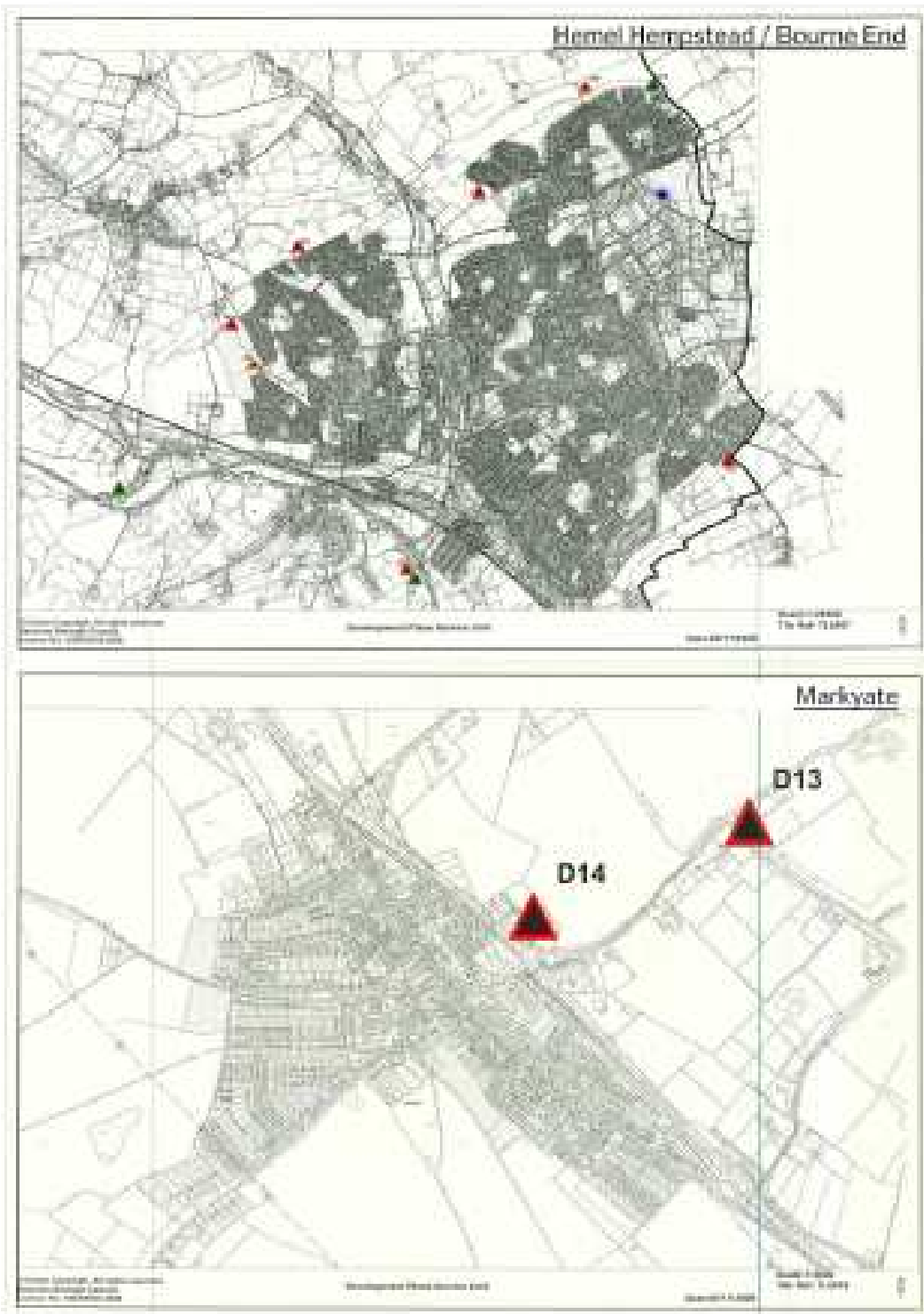
Bourne End	Scott Wilson Report Ranking
D26 Land adj, Bourne End Ind Estate - identified by member of the public	No score. It would not meet criteria.

Berkhamsted	Scott Wilson Report Ranking
D3 Berkhamsted (Swing Gate Lane)	1
D4 Ashlyns Hall (Swing Gate Lane)	3
D5 Sandpit Green (Swing Gate Lane)	2
D6 Dudswell Lane	3

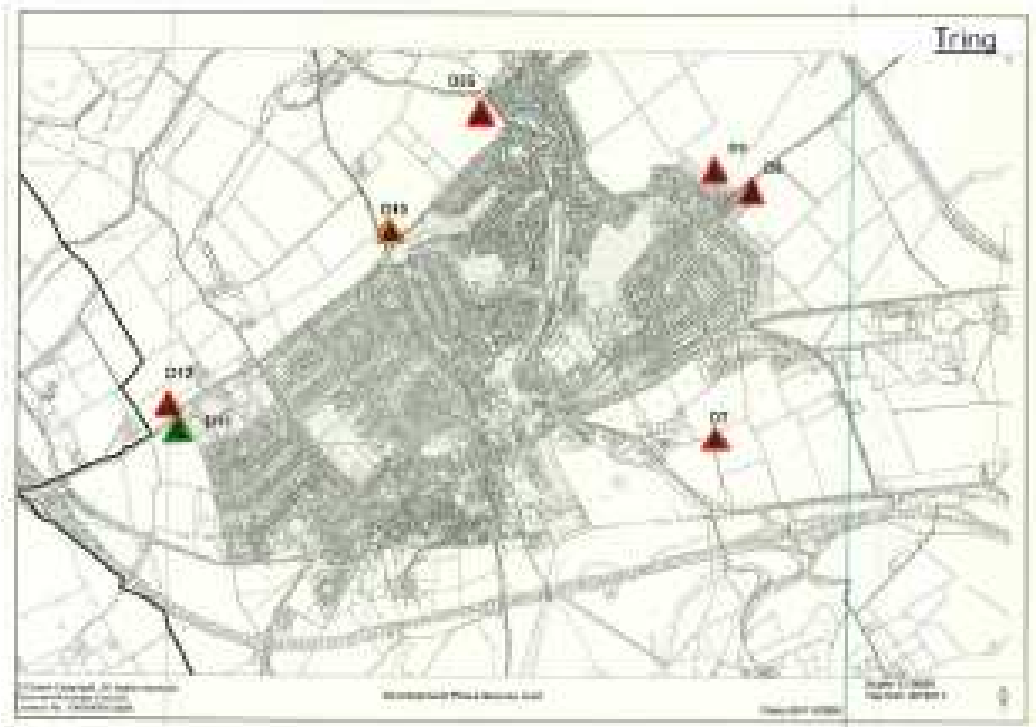
Gypsy and Traveller Consultation - Site Allocations DPD: Supplementary Issues and Options Paper

Note: Original settlement maps provided at interviews at A.3





Gypsy and Traveller Consultation - Site Allocations DPD: Supplementary Issues and Options Paper



ANNEX E:
Article, Dacorum Digest (Spring 2009)

GOOD RESPONSE TO PLANNING CONSULTATION

Thank you to over 2,000 people who responded to a recent planning consultation. This asked for feedback on suggestions for new housing sites, possible sites for Gypsies and Travellers and areas that should be protected from development.

Comments on site options for Gypsies and Travellers accounted for 89% of the 2,124 individual responses received by the December closing date. In addition there were seven petitions with 678 signatures.

This feedback is being reflected in a report on future Gypsy and Traveller provision that was due to be considered by Cabinet councillors on 31 March as Dacorum Digest went to print. The outcome will be published on the Council's website.

In looking at future provision the Council has to avoid unlawful discrimination against Gypsies and Travellers. This includes looking at comments to make sure that they focus **only** on valid planning concerns.

What counts as a valid planning concern?

Things you can reasonably raise with us as a valid concern in relation to planning issues are as follows:

- conflict with planning policy: e.g. development on the Green Belt
- affect on the landscape, hedgerows and trees
- affect on important environmental areas, such as wildlife sites or ancient monuments
- flood risk, drainage effects
- contamination/pollution issues
- traffic generation, access, road safety
- availability of infrastructure – e.g. roads, schools
- loss of current land use
- competing land uses for the site
- more appropriate locations

The Council will reserve the right to reject comments that don't meet these criteria.

Public feedback will help the Council's continuing response to Government targets for 17,000 new homes to be accommodated in the Borough between 2006 and 2031. The consultation was part of the early stages of an ongoing process, with the most important decisions to be made over the next to three years.

Further consultation

We have further consultations programmed as part of our work to produce a new Local Development Framework for Dacorum

- June/July 2009 – on the emerging Core Strategy

This will seek feedback on draft strategies for each of the Borough's towns and large villages looking at how much growth there should be in the next 20 years and how this can best be accommodated. (this may include pitches for gypsies and travellers in strategic housing sites and a criteria-based policy on the provision of pitches).

We will also be asking you about the regeneration and expansion of the Maylands Business Park.

- March/April 2010 - the Council's published Core Strategy
- January/February 2011 - the Council's proposed list of all other sites.

Have your say

If you missed the opportunity to comment in this consultation but want to have your say in the future please register your details with us. You can email spatial.planning@dacorum.gov.uk or call 01442 228660 with your name, email and postal address – and we will contact you about future consultations. You can also keep up to date on all planning issues by visiting the Council's website at www.dacorum.gov.uk/planning.

ANNEX F:

Extracts from the Scott Wilson Report

Accommodation Needs of Gypsies and Travellers in South and West Hertfordshire
Recommendations Report

Site Name/ Code	Existing Use	Distance Buffer to Green Belt Boundary (metres)	Area (S M L)	Topography	Surrounding Land Uses	Existing Buffers/ Vegetation	Access	GIS Opportunity Rank
D1 Featherbed Lane Hemel Hempstead 1	Grass field. Power line running through. Fenced and existing gate.	200	M	Level site	Adjacent to public byway/footpath at western boundary. Not close to residential but close to amenities in Apsley (Sainsburys etc.) Trunk road on eastern boundary of site at much lower elevation.	Site screened from Public Footway/ Bridleway by vegetation.	Wide road access (single lane over nearby bridge but good visibility). Better access from east than from west.	Medium High (Yellow)
D2 Felden Featherbed Lane (Secondary choice to D1) 3	Grass field	300	L	Gentle slope down towards the east. Eastern corner best location.	Western side abuts housing.	As for D2. Vegetation also along road boundary.	As above	Medium High (Yellow)
D3 Berkhamsted Swing Gate Lane 1	Horticulture, unfenced.	100	L	Fairly level site	Thomas C Primary School and recreation fields opposite side of road (to west). Behind existing housing (to north) with slightly lower topography. Close to amenities along A4251. Fields to east and south.	Housing is at a lower elevation. Site is obscured from school and recreation ground by existing vegetation.	Access from main road to north, slightly steep but acceptable. Swing Gate Lane is a quiet road and level with the site.	High (Green)
D4 Ashlyn's Hall Swing Gate Lane 3	Grass field, existing fence surround.	400	M	Level Adjacent to school	School to north, Ashlyn's Hall to west (use unknown), trunk road to south, and fields on opposite side of road (east).	Screened from road by existing vegetation.	As above. Existing site access and gate.	Medium High (Yellow)
D5 Sandpit Green Swing Gate Lane 2	Grass field, existing fence surround.	500	S/M	Fairly level site, rises slightly away from road near gate to NW.	Steep bank down to A41 below on northern side. Located just after bridge. Abuts Sandpit Green – Dense mature woodland, which incorporates a public walkway.	Screened by vegetation.	As above. Existing formed access and gate.	Medium High (Yellow)
D6 Dudswell Lane 3	Grass field. Stile with public walkway at SW boundary of site.	100	M	Fairly level site	Adjacent to sports ground and Kindergarten to south-east. River Bulbourne to north-east. Residential across road at a higher elevation to south-west. Residential to north-west. Public walkway parallel to road on south-west boundary of site. Best to locate at eastern end away from existing residential and walkway.	Surrounded by hedge	Existing short driveway shared with sports ground and kindergarten. Solid metal gate to site. Bus stop across road.	Medium High (Yellow)
D7 Upper Dunsley London Road B4635 3	Grass field. Existing fence surround.	300	L	Level site	Close to roundabout intersection with A41 to south. Farm buildings to north. Fields to east. Road to west.	Site located behind tall mature trees. Not visible to residential. Additional plating/fencing would be required.	No existing access. Close to A41.	High (Green)
D8 Marshcroft Lane (SE Side) 3	Grass field	100	M	Level site	Adjacent to residential dwellings (to south-west). Fields on other sides of site. Marshcroft Lane abuts north-western boundary.	Vegetation along roadside. A potential site could be located at north-eastern end of field away from residential. Screening would be required.	Located just prior to road narrowing. Road is blocked to north-east.	Medium (Yellow)
D9 Marshcroft Lane (NW Side) 3	Grass field	100	M	Level site	Visible to more residential dwellings than D9. Fields on other sides of site. Marshcroft Lane abuts south-eastern boundary.	Hedge, additional screening would be required.	As for D9	Medium (Yellow)
D10 Little Tring Road 2	Grass field	100	M	Site slopes gently up away from Icknield Road towards north.	Site bordered by Little Tring Road on south-western side and Icknield Road on south-eastern side. Fields are located on the north-western side of Icknield Road and houses on the south-eastern side. Not far to school/local shops etc.	Opposite side of Icknield road are substantial, dense, mature trees providing a buffer to residential area. 1m hedge surrounding site.	Icknield Road is a fairly busy road leading to A41. Access from Icknield Road or Little Tring Road.	High (Green)

Accommodation Needs of Gypsies and Travellers in South and West Hertfordshire
Recommendations Report

Site Name/ Code	Existing Use	Distance Buffer to Green Belt Boundary (metres)	Area (S M L)	Topography	Surrounding Land Uses	Existing Buffers/ Vegetation	Access	GIS Opportunity Rank
D11 Icknield Road (South Side) Tring 1	Existing gate and fence surround. Grass field with horses grazing.	100	M	Gently sloping down towards the rear of the site.	By industrial estate (abuts north-eastern side). Rear abuts residential but some distance away. Public right of way goes across rear of site. Best to locate in NE corner.	Vegetation/hedge surround for screening.	Icknield Road is a fairly busy road leading to A41.	High (Green)
D12 Icknield Road (North Side) 3	Grass field	100	S/M	Level site	Adjacent to the Borough boundary. Single residential farm buildings/dwellings are located on either side of the site.	Isolated trees and a low hedge are located along the boundary.	No existing site access but could cut through low hedge. Icknield Road is a fairly busy road leading to A41.	High (Green)
D13 Windmill Windmill Lane (no access onto site) 3	Appears to be disused. Small building visible to the left of the entry. Large tarmac area behind the entry gates.	700	M	Site appears to be level and is at a higher elevation than the surrounding roads/area, particularly at the south-western end.	A shooting ground is located behind (east of) the site. Fields surround the general area. A CSS (Countryside Stewardship Scheme) site is located to the west.	Mature trees surround the site. Topography restricts views of the site.	Access is via a narrow (Windmill) lane. Site has large metal gates at existing entry.	Low (Orange)
D14 The Ridings 3	Grass field, fence surround.	500	S	Site is gently sloping down towards The Ridings (south-west) and is at a much higher elevation than land on opposite side of the roads.	The site is bordered by The Ridings (to the south-west) and Hicks Road (to the south-east). Fields about the other sides of the site. Houses are located opposite on the Ridings but set back and at a much lower elevation.	Isolated trees along the south west boundary and dense trees along the south west boundary. Additional planting would be beneficial.	Existing site access. Close to the A5 and the M1 is not far to the South East.	High (Green)
D15 Highwood (Holtsmere End Lane) Hemel Hempstead 1	Horticulture	100	L	Fairly level site	Just north of a public walkway and residential beyond. On other sides fields surround the site. At boundary with St Albans.	High and dense mature tree buffer between the site and residential area. Trees along roadside.	Good site access	High (Green)
D16 Longcroft Longcroft Flaunden Lane 3	Grass field	500	L	Level site	Fields to north and west. East of a public footpath. Residential land to south and west.	Site is separated from the Public Footpath by a hedge buffer. Hedge along roadside. Residential areas not visible.	Access from narrow road	High (Green)
D17 Bowngdon Green Lane 2	Grass field with fence surround.	200	M/L	Level site	Adjacent to a bus stop. Other fields surround the site with a residential area set far back towards the north-east.	Mature trees along boundary of residential land. Additional planting/ fencing would be required. Isolated trees and hedge along roadside.	Existing gate and access. Close to 'B' road	High (Green)
D18 Bowngdon Airfield 1	Edge of disused airfield, paved and with some infrastructure	100	M/L	Mostly flat with earth mounds at the rear of the site.	Close to HMP The Mount Prison (to the north). Chesham Road abuts south-east boundary with residential land beyond. Molyneux Avenue abuts north-east boundary with reservoir beyond.	Surrounded by vegetation screening at corner of roads.	Existing site access off Molyneux Avenue.	High (Green) (originally also with pink due to airfield)
D19 Cupid Green Lane 2	Horticulture. Power lines through northern end of site.	200	M/L	Site slopes down towards the north	Fields north, west and east. Residential to the south at a much higher elevation.	Tall mature trees between field and residential area to south providing an acceptable buffer.	Existing access and gate at southern corner of site.	High (Green)
D20 Grovehill 3	Grass field with horses grazing.	100	M/L	Slightly sloping down towards the west	Residential dwellings on opposite side of the road and (to the north-east). Adjacent house to the north-west is orientated away from the site. Fields to south and west	Some trees along roadside limit views. Additional planting and/or fence required.	Existing formed access and gate. Off Laidon Square. Access through a residential estate with wide roads.	High (Green)

Accommodation Needs of Gypsies and Travellers in South and West Hertfordshire
Recommendations Report

Site Name/ Code	Existing Use	Distance Buffer to Green Belt Boundary (metres)	Area (S M L)	Topography	Surrounding Land Uses	Existing Buffers/ Vegetation	Access	GIS Opportunity Rank
D21 Polehanger Lane 3	Grass field	100	M/L	Level site	Adjacent to residential area to south-east and open rural land to north and west.	Trees and hedge along road boundary. Additional planting/ fencing would be required.	Existing access points and gates	High (Green)
D22 Fields End Lane 3	Grass field	200	M/L	Level site	Residential to west. Fields surround other sides of site.	Trees and hedge along road boundary and along boundary with residential land.	Existing access and gate off a narrow road.	Medium (Yellow). High (Green) just to the south but inaccessible).
D23 Long Chaulden 2	Grass field	100	L	Gently sloping/rolling site	Close to residential land (to north-east). Adventure playground on opposite side of road. Close to all amenities	Vegetation buffer between site and residential dwellings.	Good access with existing gate. On a bus route.	High (Green)
D24 Leverstock Green (Bedmond Road) 3	Grass field.	100	L	Level site	Residential to north-west and public open space (Bunkers Park) to the south-west of the field. This and the field to the south-east are part of a wider proposal in the Local Plan for open space and playing fields.	Tall vegetation screening along roadside. Additional screening required.	Existing site access, with height barrier, from Bedmond Road. Access road links to adjoining public open space.	Medium (Yellow) High

5 RECOMMENDED POLICY CRITERIA

5.1 Criteria were developed as part of the study methodology to identify potential accommodation sites, as discussed in Section 3.1 of this report. This section recommends criteria for criteria based policy for consideration by the Partner Authorities reflecting the site selection criteria.

5.2 Significant to the identification of criteria for policy use in the assessment of applications for sites are the recommendations and guidelines contained within the ODPM Circular 01/2006 'Planning for Gypsy and Traveller Caravan Sites'. Policy should also reflect the sequential test outlined in Circular 1/2006.

5.3 In addition to constraints, criteria must also set minimum quality standards and legislative requirements. Policy must be "fair, reasonable, realistic and effective" and "the more criteria there are, the more restrictive they are" (ODPM Circular).

5.4 The following policy is recommended for consideration:

Planning permission will be granted provided that the following criteria/requirements are clearly satisfied:

Alternative Sites

- Evidence should be provided of a sequential site selection and reasons should be given of why there are no suitable sites in an area preferred by the local authority. Sites identified in development plan documents should first be considered followed by urban areas / areas for proposed development, then previously developed (i.e. brownfield) land, then windfall sites.
- Evidence of no suitable sites must be provided before Green Belt locations will be considered
- Alterations to the Green Belt boundary can only be made in exceptional circumstances. Proof of need must be provided.

Access

- The site should have safe and convenient access to the primary road network with proximity to the major road network
- The site should provide for vehicular access from the public highway, as well as for parking, turning and servicing on site, and road safety for occupants and visitors

Site Conditions

- The site should not be located in an area at high risk of flooding, including functional floodplains
- The site should not be located on significantly contaminated land and avoid air, noise and odour pollution. However, consideration will be given to sites adjoining motorways, power lines, landfill sites or railways, as for conventional housing
- The site should be capable of receiving the supply of essential services including water, sewerage, drainage and water disposal

Accessibility of Services

- Locations in or near existing settlements with access to local services, e.g. schools, doctors, shops, should be considered first
- There should be convenient access to public transport

Neighbouring Uses

- Site size should be considered in context: undue burden on the local infrastructure should be avoided and the site should be compatible with the scale of the local settlement
- The potential for noise and other disturbance from the movement of vehicles to and from the site, the stationing of vehicles on the site, and on-site business activities should be minimised
- Landscaping and planting with appropriate trees and shrubs should be implemented where necessary in order for the site to blend into the surroundings, have structure and privacy, and to maintain visual amenity. However, the site should not be enclosed with too much hard landscaping
- The site should not obstruct a Public Right-of-Way

Protected Areas

- The site should not be within the Green Belt unless it is on previously developed land or a rural exceptions site under the terms of PPG3
- The site should not be within the Chilterns AONB unless it is on previously developed land and unobtrusively located
- The site should avoid any other 'Protected Areas': Conservation Areas, SSSIs, SAMs, RIGs, Wildlife Sites, Protected Trees or Woodland and Registered Parks and Gardens
- The site should avoid any archaeological or historic site

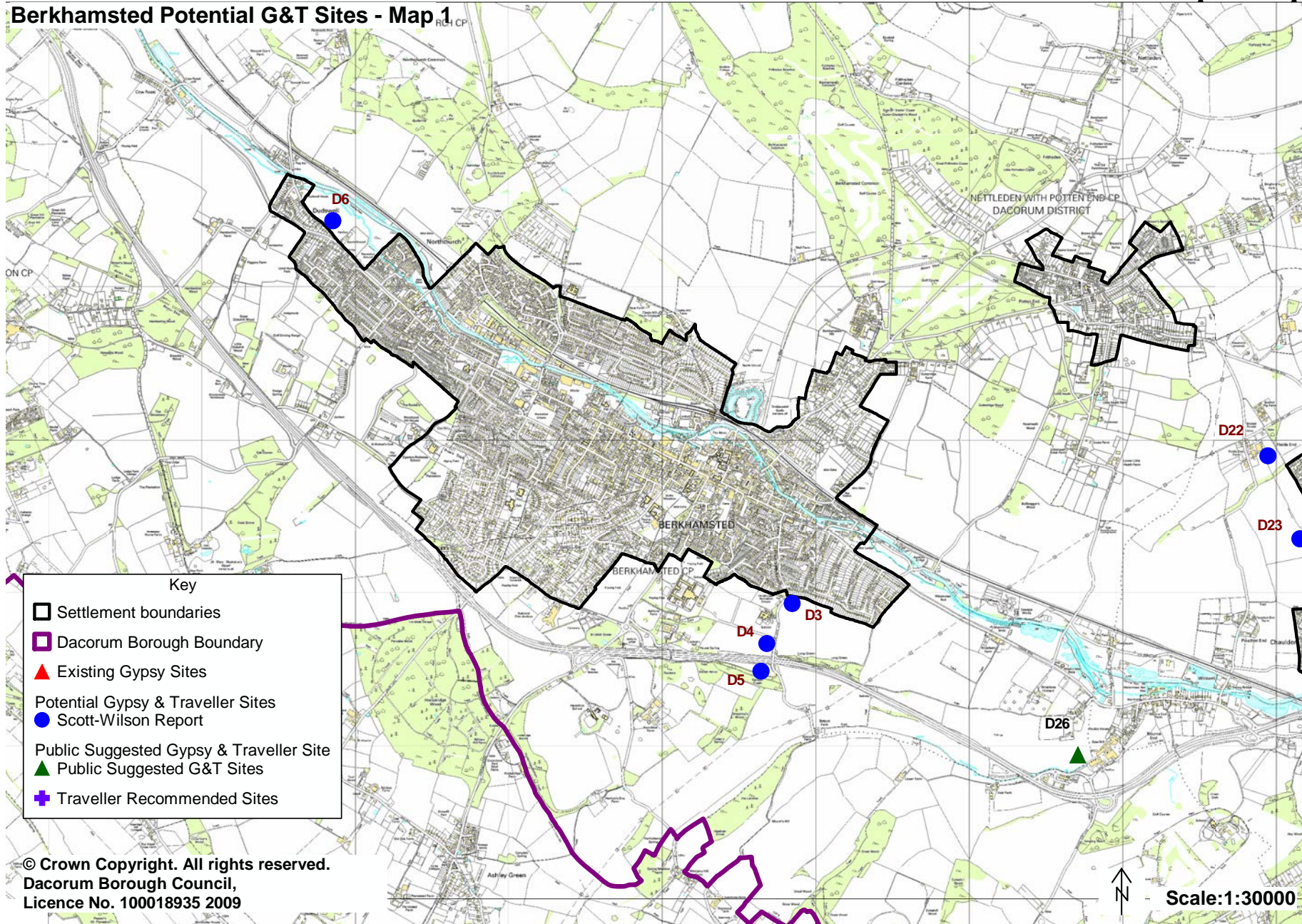
Future Use

- The site should allow for future expansion and improvements if considered appropriate

ANNEX G:

Maps 1 – 5 : Site Locations

Berkhamsted Potential G&T Sites - Map 1



Key

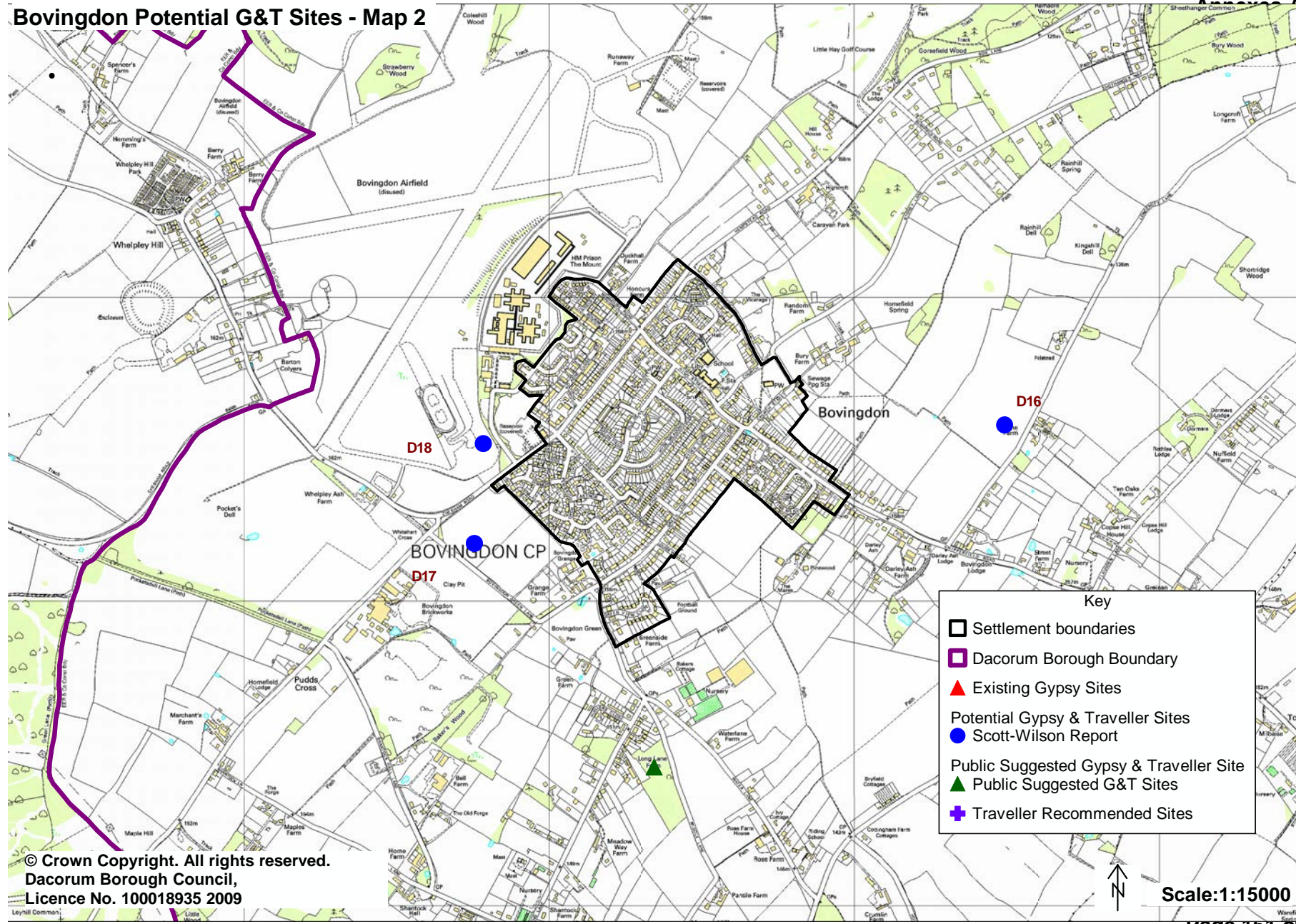
- Settlement boundaries
- ▬ Dacorum Borough Boundary
- ▲ Existing Gypsy Sites
- Potential Gypsy & Traveller Sites
- Scott-Wilson Report
- ▲ Public Suggested Gypsy & Traveller Site
- ▲ Public Suggested G&T Sites
- ✚ Traveller Recommended Sites

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Scale: 1:30000

Bovingdon Potential G&T Sites - Map 2



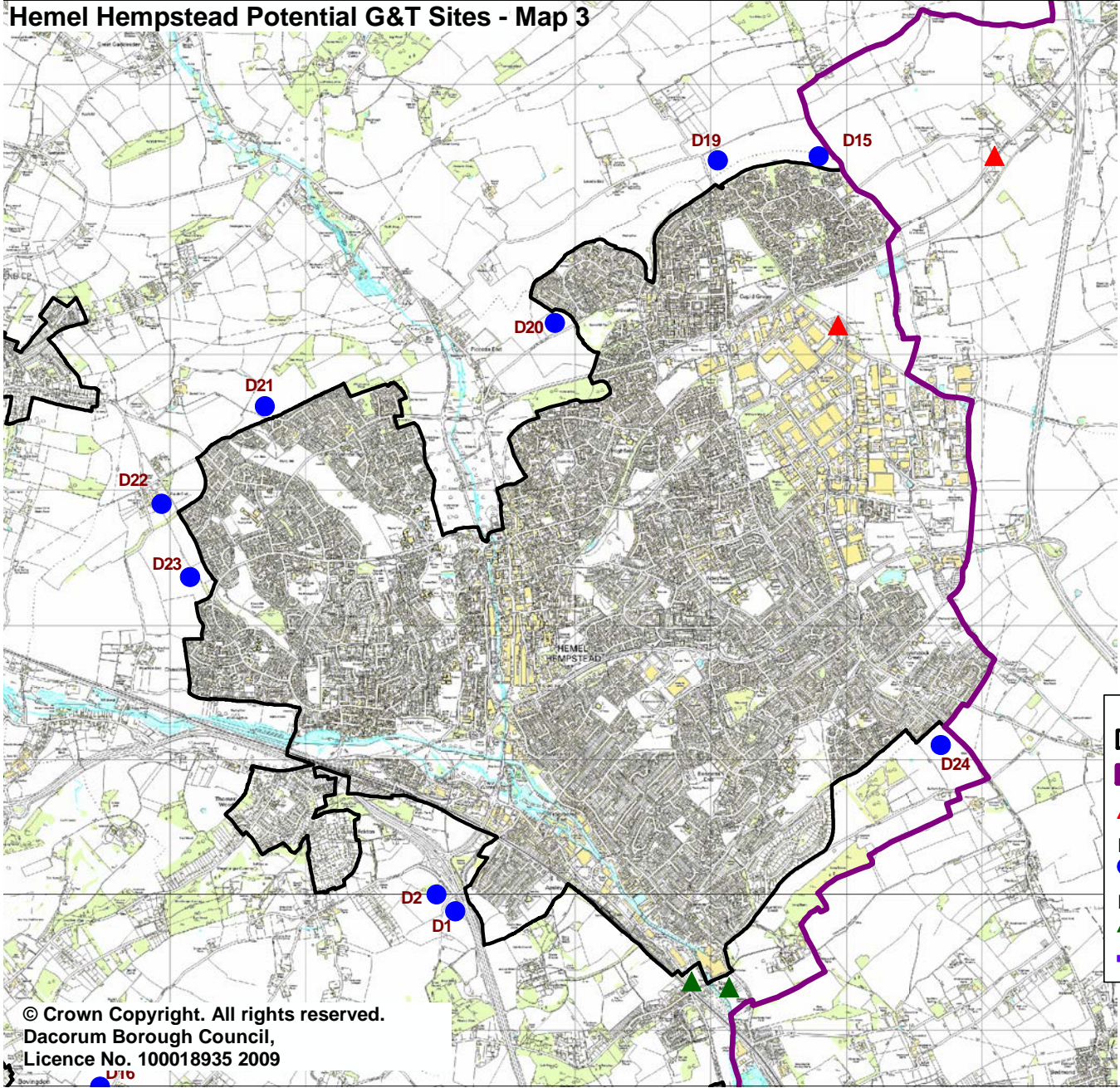
Key

- Settlement boundaries
- ▭ Dacorum Borough Boundary
- ▲ Existing Gypsy Sites
- Potential Gypsy & Traveller Sites
- Scott-Wilson Report
- Public Suggested Gypsy & Traveller Site
- ▲ Public Suggested G&T Sites
- ⊕ Traveller Recommended Sites

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Hemel Hempstead Potential G&T Sites - Map 3



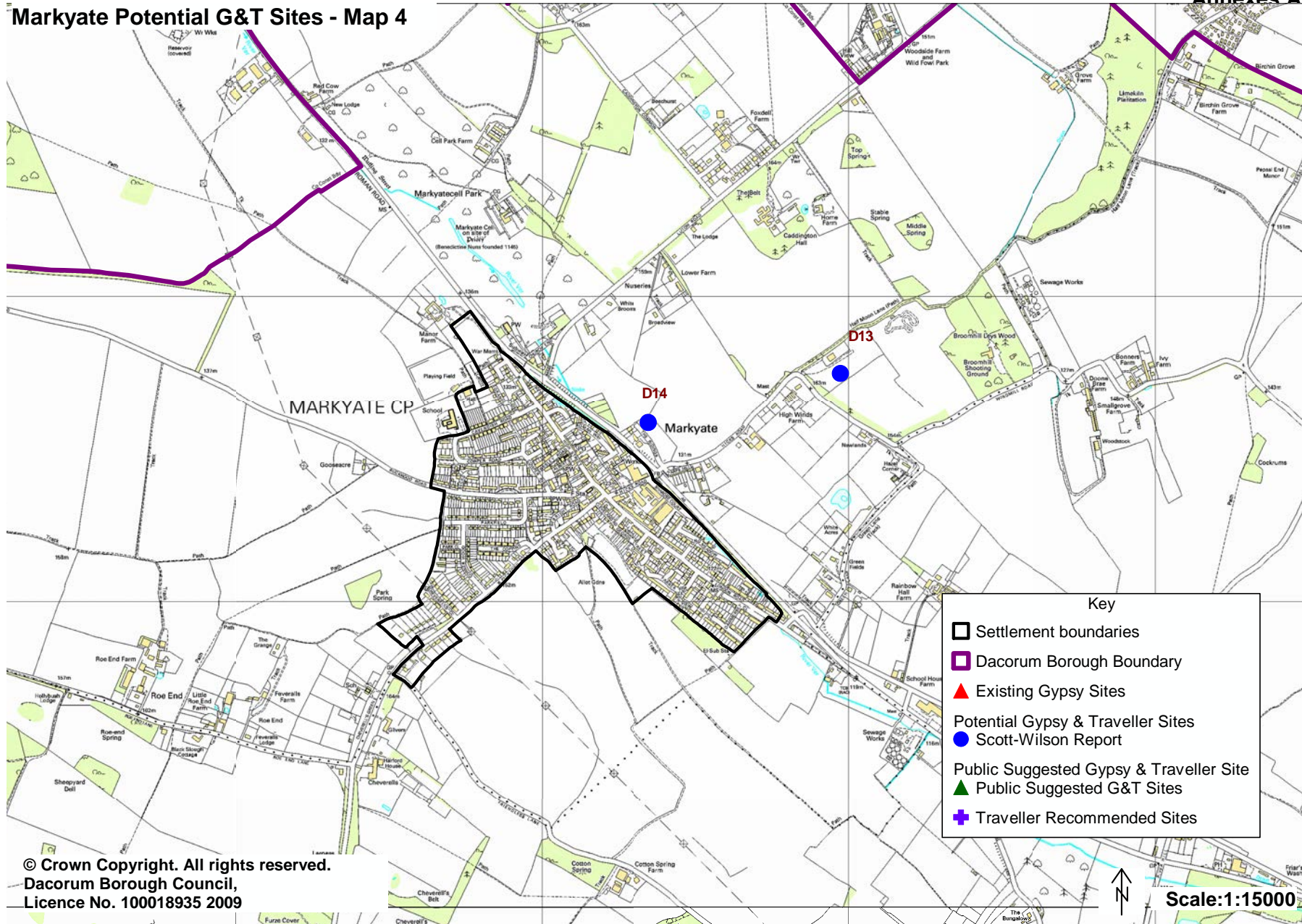
Key

- Settlement boundaries
- ▭ Dacorum Borough Boundary
- ▲ Existing Gypsy Sites
- Potential Gypsy & Traveller Sites
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- ▲ Public Suggested G&T Sites
- ✚ Traveller Recommended Sites

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Markyate Potential G&T Sites - Map 4



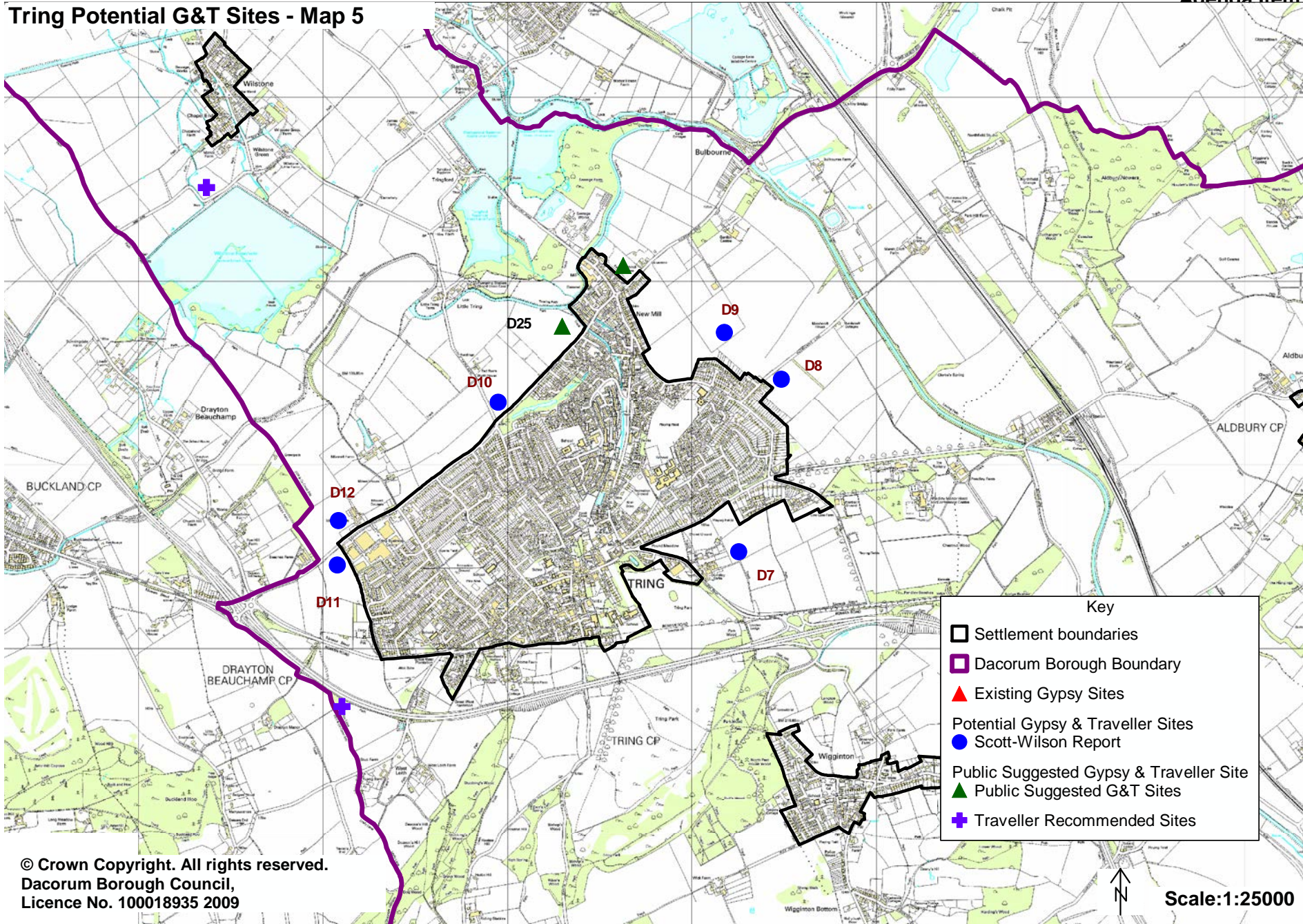
Key

- Settlement boundaries
- ▭ Dacorum Borough Boundary
- ▲ Existing Gypsy Sites
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- Scott-Wilson Report
- ▲ Public Suggested Gypsy & Traveller Site
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Tring Potential G&T Sites - Map 5

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